

Effective August 11, 1927, we announce our appointment as Distributors for Hong Kong and South China of the following products of the General Motors Corporation.

BUICK MOTOR CARS
OLDSMOBILE MOTOR CARS
G.M.C. MOTOR TRUCKS

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road, Happy Valley.

China Mail

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1845



N. LAZARUS.
Hong Kong's Only European Optician—
Established Over Forty Years.
Manager:—Ralph A. Cooper, M.A.O.A.
Registered Optometrist (Canada).

No. 25,650

HONG KONG, SATURDAY, AUGUST 27, 1927.

PRICE, \$3.00 Per Month.

FIRED ON.

Flagship & Destroyer Attacked Below Nanking.

ADMIRAL ON BOARD.

"Noa" Loses 3,000 Rounds at Nationalists.

BOTH PARTIES SNIPING AT SHIPS ON YANGTZE.

The American flagship "Isabel" and the destroyer "Noa" were very heavily fired on by Nationalists' troops below Nanking whilst on convoy duty. The latter replied with over 3,000 rounds.

News of Northern troop movements is at last to hand. It appears that some of these forces have crossed the Yangtze at various points. Naval wireless despatches confirm the suspicion that they are severing the railway lines on the south side of the river, probably with the intention of cutting off the Nationalists' retreat. Not much opposition from the Southern armies seems to have been encountered as yet.

Further confirmation has been received regarding the capture of Tungchow by the Northerners. The place referred to is the fair sized city 50 miles or so north-west of Shanghai and not the town away up in the Shensi province.

SUN ADVANCING.

Shanghai, Yesterday.
The American flagship "Isabel," with Admiral Hough aboard, and the destroyer "Noa," of Nanking fame when conveying three British merchantmen from Nanking to Shanghai, were very heavily fired on by the Nationalists 40 miles below Nanking. The gunboats replied, the "Noa" alone firing 3,000 rounds with machine guns, rifles and Springfield. None of the Americans were injured but a Chinese aboard one of the conveyed ships was hit in the ankle by a rifle bullet.

A "Noa" officer reports that all foreign shipping in the Nanking section of the river is again subject to attacks by both Northerners and Nationalists, and that navies may resume conveying foreign merchantmen plying on the river.—Reuter.

Northern Advance.

Shanghai, Yesterday.
The Northerners crossed the Yangtze east of Nanking, near Lomere Station, yesterday and early this morning are reported to have started crossing four miles west of Nanking.

The railway has been cut at Anking, probably by agents of the Northerners, and has also been cut again South of Chinkiang and a Southern armoured has been derailed.

The Shanghai Labour Union has become active and is distributing propaganda.

A Japanese flying boat, believed to have come from Osaka, arrived here this afternoon.

[This is probably one of the planes which was sent from Japan with a view to inaugurating an aeroplane mail service with Shanghai.]

The capture of Tungchow by the Northerners is confirmed.—British Naval Wireless Service.

Sun's Crosses.

Shanghai, Yesterday.
Following the occupation by Sun Chuan-fang yesterday of Tungchow, 50 miles north-west of Shanghai on the north bank of the Yangtze, comes the news of the crossing of the river at two points, one 15 miles below Nanking at Lungtan; the other 10 miles above.

Sun Chuan-fang has apparently intentions to envelop Nanking and prevent a retreat of the defenders down the Shanghai-Nanking railway.

The body crossing Lungtan is reported to be cutting the line.

Northern agents are also believed to be responsible for another cut which occurred yesterday night 20 miles to the west of Shanghai resulting in the derailment of a slow train and the temporary suspension of the service.

H.M.S. "Hermes" Leaving.

Shanghai, Yesterday.
H.M.S. "Hermes" from Shanghai to-morrow will carry the No. 2 Flight of the R.A.F. These Bristol Fighters are expected to be replaced shortly by other aeroplanes from Hong Kong.

MONEY FOR WORKS.

Hong Kong Govt. To Raise \$5,000,000.

THE AERODROME.

Water Works And Harbour To Be Developed.

A bill will be introduced into the Legislative Council on September 1 making provision for a loan of \$5,000,000 for the carrying out of certain public works, as follows:—
(1) Water works development \$3,500,000
(2) Aerodrome and harbour development 1,000,000
(3) Other public works 500,000
The first item relates to the Shing Mun water scheme, and the figure of \$3,500,000 is believed to be a fairly close estimate.

The second item includes the contribution of the Colony to the formation of an aerodrome, which will be partly for military purposes and partly for civil purposes. It also includes certain dredging operations which will be useful both for the development of the harbour and for the purpose of forming the aerodrome. This item, cannot at present be precisely estimated.

The third item, "Other public works," is perfectly general, but section 3 (1) of the Ordinance provides that no expenditure is to be incurred in respect of this item unless such expenditure has been approved by a resolution of the Legislative Council and by the Secretary of State.

As it is obviously impossible to foresee the exact expenditure on the Shing Mun scheme, and as the second item in the Schedule is admittedly not a precise estimate, provision is made in section 3 (2) of the Ordinance for the transfer of money from one item of the Schedule to another, but no such transfer can be made unless it has been approved by a resolution of the Legislative Council and by the Secretary of State.

Redeemable At Par.
Sections 4 to 12 are practically copied from sections 3 to 11 of the War Loan Ordinance, 1916, Ordinance No. 12 of 1916. The dates differ of course, but there are no other changes of any substance in these nine sections. The loan is to be redeemable at par on November 1, 1938, but at any time after October 31, 1932, the Governor may approve of the redemption by purchase of bonds to such total value as he may determine, and at any time after October 31, 1932, he may direct drawings by lot of bonds to such total value as he may determine. The interest on the loan is to be 6 per cent.

Section 12 of the War Loan Ordinance, 1916, when exempted from all taxation the bonds issued under that Ordinance, is not repeated in the present Ordinance.

Section 13 and 15 of the present Ordinance are copies of sections 13 and 14 of the War Loan Ordinance, 1916. Section 15 of this Ordinance exempts from military contribution all moneys appropriated out of revenue for the payment of interest on the bonds and the formation of the sinking fund, and also the interest on any investments representing the sinking fund.

Section 14 of the Ordinance makes this loan a trustee investment.

JAPAN TO SHANGHAI.

RECORD FLIGHT WITH SIX PERSONS.

Shanghai, To-day.
The Dornier-Wal plane flying from Japan alighted at Whangpo last night, making the flight from Fukuoka to Shanghai in the record time of 6 1/4 hours with six persons aboard.—Reuter.

BANDIT'S VICTIM DIES.

Washington, Yesterday.
Miss Anderson, the American woman mentioned in the train outrage on August 25 is dead. The American Embassy at Mexico City has made representations for the capture of the bandits.—Reuter's American Service.

"OUR BETTY" WINS.

Doing Well In American Championship.

IN LAST EIGHT.

Mrs. Mallory Meets With Surprise Defeat.

London, Yesterday.
Miss Betty Nuthall, who, though the youngest competitor, distinguished herself at the Wimbledon lawn tennis tournament this sea-



son, has reached the fourth round of the American women's singles championship. When play opened yesterday all the British players were still in the championship.

OUR \$50 PRIZE.

Reminder to Cross-Word Puzzle Competitors.

The sixteenth cross-word puzzle of the "China Mail" new series appears to-day for the last time, and competitors are reminded that their entries must reach the "China Mail" Office, No. 5 Wyndham Street, not later than noon on Monday next.

which has never yet been won by an Englishwoman but after Miss Nuthall had won the opening match of the day against Miss Penelope Anderson, of Virginia, all her countrywomen were beaten. Miss Nuthall's victory takes the girl champion of England into the last eight.—British Wireless Service.

SURPRISE DEFEAT OF MRS. MALLORY.

Forrest Hills, Yesterday.
In the national lawn tennis championship Mrs. Chapin beat Mrs. Mallory, the champion, 6-3, 1-6, 6-4.

Betty Wins.

Forrest Hills, Yesterday.
Betty Nuthall beat Eleanor Goss 4-6, 7-5, 6-2.

Betty is the only European left and will meet Miss Chapin to-morrow in the semi-finals. Miss Helen Wills meets Miss Helen Jacobs.—Reuter's American Service.

Nationals Doubles.

In the national doubles Miss Fry and Nuthall beat Miss Mallory and Miss Bouman 6-4, 7-5.
Mr. Godfree and Mrs. Harvey beat Miss Margaret Blake and Miss Anna Hubbard 6-0, 6-3.—Reuter's American Service.

Japan Eliminated.

Boston, Yesterday.
France beat Japan in the Davis Cup Interzone final. Brugnon and Cochet beat Harada and Ohta 9-7, 6-1, 6-2.

FAIR WEATHER.

Fair weather with variable winds may be expected until noon to-morrow, according to the latest Observatory report.

BANK SCANDAL.

Indian Councillor Arrested.

MILL TRANSACTIONS.

Bengal Bank Manager Yields To Police.

Calcutta, Yesterday.
B. K. Lahiri, a Bengal Legislative councillor, and ex-managing director of the Bengal Lakshmi Cotton Mills and director of the Bengal National Bank which recently closed its doors and was compulsorily liquidated, was arrested on a charge arising out of transactions relating to the cotton mills.

B. N. Bannerjee, managing director of the Bengal National Bank and a director of Lakshmi Cotton Mills, has surrendered to the police in connection with a warrant on a similar charge.—Reuter.

Council Prorogued.

Calcutta, Yesterday.
The Muslim Minister Guznavi and the Hindu Minister Chakravarty have resigned following a vote of non-confidence passed in the Bengal Legislative Council on a motion of the Congress party. The Governor, Sir Cyril Jackson, has ordered the prorogation of the Council.—Reuter.

RHINELAND ARMIES.

GREAT BRITAIN AND FRANCE CONFER.

"VIRTUAL AGREEMENT."

Paris, Yesterday.
The Cabinet council has deliberated on the note from Britain on the reduction of the allied armies in the Rhineland and at the conclusion of the meeting M. Briand announced that the Anglo-French Governments had virtually reached an agreement on the subject.—Reuter.

NEW WORLD FLIGHT.

TWO AMERICANS START FROM MAINE.

Old Orchard (Maine).

Yesterday.
William Brock and Edward Schlee, flying a Stinson-Detroit monoplane, the "Pride of Detroit" have left for Harbour Grace and Newfoundland, whence they expect to start a round-the-world flight to-morrow.—Reuter's American Service.

UNKNOWN SOLDIER.

TOMB RECONSECRATED BY M. POINCARÉ.

Paris, Yesterday.
M. Poincaré, accompanied by four ministers, formally reconsecrated the tomb of the "Unknown Soldier" which the rioters profaned by spitting. The Ministers remained silent in meditation for several minutes. Then M. Poincaré laid a wreath adorned with the colours of the Republic on the tomb.—Reuter.

VISCOUNT CECIL.

RUMOUR OF CABINET RESIGNATION.

London, Yesterday.
Viscount Cecil has not denied or refused to confirm the strong rumours that he has resigned from the Cabinet. It is rumoured he disagreed with his colleagues regarding the League of Nations.—Reuter.

ARGENTINIAN GOLD.

PAPER PESO NOW CONVERTIBLE.

Buenos Aires, Yesterday.
A Presidential decree reopens the conversion office for gold currency which was closed down in 1914. Thus the paper peso is again convertible into 44 centavos gold.—Reuter's American Service.

NOT A GESTURE.

Mrs. Rakusen Gets A Divorce.

LIVED IN SHANGHAI.

Woman Who Was "Darling Of English Colony."

San Francisco.
Life as a bride in Shanghai was far more than a gesture for Mrs. Marie L. Rakusen, she testified before Superior Judge Johnson. After hearing her story, he granted her a divorce from Charlesworth Percival Rakusen, to whom she was married in San Francisco, in April 1920.

Mrs. Rakusen was Miss Marie L. Crawford when she became the bride of Rakusen, an Englishman, in China as an exporter of things artistic. They departed for Shanghai, she testified, and almost immediately her husband began to get sullen, morose and rough, both verbally and physically.

There was no provocation for such demeanour, she said, and it humiliated her greatly, for she occupied a prominent position in the English social sphere of the Chinese city. In fact, her witness, Mrs. Dorothy Martinez, 940 Sutter Street, testified she was known as the "darling of the English colony" and also was the "object of great pity on the part of the residents there," because of the way her husband treated her.

Finally, it was testified, came the last straw. At a dinner he threw into her face the contents of a cocktail glass.

MR. W. MALCOLM.

YOUNG MAN'S DEATH AT CHEFOO.

[From Our Own Correspondent.]

Chefoo, Aug. 13.

The death occurred at Chefoo on Saturday, August 13, of Mr. William ("Bill") Malcolm, at the age of 26. Mr. Malcolm was one of the most popular young men in Chefoo as well as being one of the port's best athletes. He was the son of Dr. Malcolm, the port doctor of Chefoo, who was here for a large number of years and was well known and respected by many all along the China coast. Mr. William was only ill for a few days, dying as a result of blood poisoning contracted from a mosquito bite. The funeral took place the same evening at the East Beach Cemetery and members of all the communities attended to pay their last respects.

BRICK WORKS SOLD.

CASTLE PEAK LOT FETCHES HIGH PRICE.

YESTERDAY'S AUCTION.

The brick works and factory of the Chen Kwong Ceramics Co., Ltd., situated at Castle Peak, were sold by auction yesterday at the auction rooms of Messrs. Lammet Bros.

The property consists of seven lots in Demarcation District No. 131, one of the lots being subject to a covenant whereby the tenant must erect a building of at least \$6,000 in value before July 25, 1928. An area of 1,130,592 square feet is comprised in the property.

There are erected on the premises brick kilns, machinery house and machinery, trucks and rail tracks, waggons, barges, a junk and other appurtenances for manufacture, transport etc. The upset price was \$200,000, and this was at once raised to \$70,000. From this point bidding progressed by stages of \$500, with an occasional \$1,000, until the figure of \$28,500 was arrived at. At this stage there was a jump to \$100,000, this being followed by a final bid of \$100,000, at which the property was knocked down to Messrs. Yui Yik-yam and Li Tak-luen for \$107,000.

H.K. REALTY CO.

Local Firm Now Turns The Corner.

TO-DAY'S MEETING.

Credit Balance Allocated To Reserve And New Account.

The fourth annual general meeting of the Hong Kong Realty and Trust Co., Ltd., was held at Exchange Building this morning. The Chairman said:—

As the report and accounts have been in your hands for several days, I will, with your permission, treat the same as read:—The Report of the auditors is as follows:—

"We report that we have audited the above balance sheet with the books and vouchers of the Company and that in our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at June 30, 1927, according to the best of our information and the explanation given to us and as shown by the books of the Company. We have obtained all the information and explanations we have required.

(Sd.) LINSTAD & DAVIS, chartered accounts, auditors.

I think that the balance sheet and accounts as presented, taken in conjunction with the amplifying remarks thereon appearing in the directors' report, show comprehensively the financial position of the Company as on June 30, 1927, and in these circumstances there is no need for me to enter into detailed explanation in connection therewith.

It will, no doubt, be gratifying to shareholders to observe that the Company has now turned the corner, and that after deducting the debit balance of \$32,269.83 brought forward from the preceding year, and making liberal depreciation, the balance standing to the credit of profit and loss account for the year under review amounts to \$108,777.84, which amount, your Board recommends, should be allocated as follows:—

To transfer to general reserve \$100,000.00
To carry forward to new account 8,777.84

and I trust that this allocation (which, for the purpose of elucidation, has been incorporated in the accounts) will meet with your approval.

Conserving Resources.

From a perusal of the report, you will observe that the sum of \$51,218.50 was retired from the mortgage indebtedness of the Company on April 30 last. In this connection, you will doubtless recollect that when I addressed you from the chair at the last annual general meeting of the Company, held on November 6, 1926, I pointed out that a further sum of \$250,000 would fall due for retirement on April 30, 1928, and that the balance then outstanding, and amounting to \$500,000 would mature on April 30, 1930. We must, therefore, for the present, conserve our cash resources in order to meet the first of the above mentioned obligations. This factor, consequently, precludes your Board from recommending any distribution to shareholders at the moment. I would add, however, that so soon as the mortgage indebtedness of the Company shall have been reduced to \$500,000 your Board will naturally be desirous of placing the Company on a dividend paying basis.

I am pleased to be able to inform you that Exchange Building, and the Bungalows on R.B.L. No. 200 at Repulse Bay are now fully occupied, and although rentals are not entirely up to our expectations, the fact that we have recently been compelled to turn away prospective tenants, more particularly in respect of enquiries for up-to-date office premises, not only augurs well for the future of your undertaking, but also convincingly demonstrates that, by reason of its central location and its high standard of accommodation, your Company's main enterprise, Exchange Building, will at all times command good rentals.

HONG KONG AND SHANGHAI
BANKING CORPORATION.

Authorized Capital \$50,000,000
Paid-Up Capital \$25,000,000
Reserve Funds \$25,000,000
Sterling \$2,000,000
Sinking \$10,000,000
Reserve Liability of Proprietors \$50,000,000

HEAD OFFICE: HONGKONG.

COURT OF DIRECTORS:
Messrs. D. G. M. Bernard,
Chairman,
A. H. Campbell, Esq.,
Deputy Chairman,
W. L. Patterson, Esq.,
T. O. Wall, Esq.,
M. F. White, Esq.,
O. S. Mickle, Esq.,
A. Macgregor, Esq.,
Hon. Mr. A. C. Hynes.

BRANCHES:
LONDON
LYONS
MADRID
MANILA
MOSCOW
NEW YORK
Peking
Rangoon
San Francisco
Shanghai
Singapore
Sourabaya
Tientsin
Yokohama

Current Accounts opened in Local Currency and Fixed Deposits received for the year of another period in Local Currency and starting on terms which will be quoted on application, Hong Kong, 19th July, 1927.

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
FOR THE HONGKONG & SHANGHAI BANKING CORPORATION.
A. C. Hynes,
Acting Chief Manager.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:
60, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00
Paid-Up Capital Frs. 36,000,000.00
Reserve Fund Frs. 36,000,000.00

BRANCHES:
Bangkok
Batavia
Canton
Cebu
Colon
Hankow
Harbin
Hong Kong
Kobe
London
Lyons
Manila
Peking
Rangoon
San Francisco
Shanghai
Singapore
Sourabaya
Tientsin
Yokohama

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.

CH. LEM,
Manager.
Hong Kong, 26th February, 1927.

NEDERLANDSCHE HANDEL
MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)
Established 1824.

Hong Kong Office: 11 Queen's Road Central.
Authorized Capital Guilder 10,000,000
(£1,250,000)
Paid-Up Capital Guilder 5,000,000
(£625,000)
Reserve Fund Guilder 5,000,000
(£625,000)

Head Office: AMSTERDAM.
Branches: Batavia, Bencoolen, Bontoe, Borneo, Calcutta, Cebu, Hong Kong, Kanton, Kobe, London, Lyons, Manilla, Peking, Rangoon, San Francisco, Shanghai, Singapore, Sourabaya, Tientsin, Yokohama.

These offices have safe deposit boxes to let. Correspondents all over the world. Banking business of every description transacted.

O. STERNSTRA,
Manager.
Hongkong, 20th July, 1927.

THE YOKOHAMA SPECIE BANK,
LIMITED.

Established 1880.
Capital (fully paid-up) Yen 100,000,000
Reserve fund Yen 92,500,000

Head Office: YOKOHAMA.
Branches and Agencies at:
Alexandria, Newchwang,
Batavia, New York,
Bombay, Osaka,
Buenos Ayres, Peking,
Calcutta, Rangoon,
Canton, Rio de Janeiro,
Changchun, San Francisco,
Dairen (Dalny), Seattle,
Fengtien (Mukden), Shanghai,
Hankow, Singapore,
Harbin, Shimoda,
Hong Kong, Sourabaya,
Kobe, Sydney,
Korai, Yokohama,
London, Los Angeles,
Lyons, Tientsin,
Manila, Vladivostok,
Nagasaki, (Temporarily closed).

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

H. MORI,
Manager.
Hong Kong, 11th March, 1927.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: HONG KONG.
10, Des Voeux Road Central, Hong Kong

Authorized Capital \$10,000,000
Paid-Up Capital \$5,000,000
Reserve \$5,000,000

BRANCHES AND AGENCIES:
Batavia, Melbourne, San Francisco
Bombay, Nagasaki, Seattle
Calcutta, New York, Semarang
Canton, Osaka, Singapore
Hankow, Peking, Sourabaya
Hongkong, Penang, Sydney
Kobe, Rangoon, Tientsin
London, Saigon, Tokyo
Manila, Shanghai

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.

SAFE DEPOSIT BOXES to let.
KAN TONG PO,
Chief Manager.
Hong Kong, 21st March, 1927.

行銀商工法中

BANQUE FRANCO-CHINOISE

pour le
Commerce et l'Industrie
(Incorporated in France).

5, Charter Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital fully paid up Frs. 40,000,000
Special working capital Frs. 10,000,000
Reserve Frs. 13,270,000

BRANCHES:
Paris, Lyons, Marseilles
Saigon, Hanoi
Peking, Shanghai, Tientsin
Hongkong, Poon Penh

BANKERS:
FRANCE: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays-Bas.
LONDON: Midland Bank Ltd.
NEW YORK: Irving Bank Columbia Trust Co.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.

A. ROLLIN,
Manager.
Hong Kong, 21st April, 1927.

THE CHARTERED BANK OF
INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.
Paid-up Capital £23,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £23,000,000

Agencies and Branches:
ALOR STAR, Malacca, Medan, Singapore, Bangkok, Batavia, Bencoolen, Bontoe, Borneo, Calcutta, Cebu, Hong Kong, Kanton, Kobe, London, Lyons, Manilla, Peking, Rangoon, San Francisco, Shanghai, Singapore, Sourabaya, Tientsin, Yokohama.

IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.

CH. LEM,
Manager.
Hong Kong, 26th February, 1927.

THE BANK OF TAIWAN, LTD.
(TAIWAN GINKO).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 45,000,000
Capital (Paid-up) Yen 39,875,000

HEAD OFFICE: Taipei, Formosa.

BRANCHES:
JAPAN: Tokyo, Yokohama, Kobe, Formosa: Keelung, Makong, Nanto, Shin-chiku, Taichu, Tainan, Takao, Tamsui, Tuen, Heito, Taio, CHINA: Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.

OTHERS: Hong Kong, Singapore, Sourabaya, Semarang, Batavia, Calcutta, London, New York, Yokohama.

LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commerce, Calcutta, Hong Kong, India, Japan, Korea, Malaya, Philippines, Siam, Java, Africa, etc.
Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application.

T. TAKAGI,
Manager.
Hong Kong, 7th May, 1926.

THE BANK OF CANTON, LTD.

Established 1912.
Head Office: Hong Kong.

Authorized Capital (H.K. Currency) 11,000,000
Paid-Up Capital 5,500,000
Reserve Fund 5,500,000

BRANCHES:
Canton, Shanghai, Hankow, Swatow, Sourabaya, Yenchow, Hong Kong, and San Francisco.

LONDON BANKERS:
The London Bank Limited.
Correspondents all over the world.
Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application.

LOOK POONG SHAN,
Chief Manager.
Hong Kong, 19th February, 1927.

COMMERCE
AND
FINANCE.

LOCAL SHARES.

FLUCTUATIONS DURING THE
WEEK.

PRICES ON UPWARD GRADE.

Messrs. Moxon and Taylor, share and general brokers, in their weekly reported dated August 26, state:

There was a better feeling in our market last week which took on a firmer tone with prices generally on the upward grade and buyers predominating; the Principal Industrial shares, however, are in firm hands and there was very little disposition to sell unless at a still further advance in prices.

Sound Investment Stocks continued to meet with a strong demand. Shanghai market is quiet.

The following are the principal alterations since last week:

Banks:—Were in great demand throughout the week and a large number of shares changed hands at prices ranging from \$1.065/1.070.

Unions:—Also were in great request and after some business done at \$238/5 have no further sellers.

Star Ferries:—Continued very firm and rose to a buying rate of \$54.60 without attracting sellers.

Douglases:—Came in for a renewed demand and close with buyers but no sellers at \$32.

Steamboats:—Met with some demand at \$21 with sellers asking \$21 1/2.

Hong Kong Lands:—Experienced a rising market and close with buyers at \$54 1/2.

Hong Kong Trams:—After payment of the interim dividend of 60 cents sales took place at \$20.10/20.15.

China Providents:—Were placed at \$4.

China Lights:—Are unchanged.

Dairy Farms:—Firmed up to a buying rate of \$15.20.

Electric:—Sales took place at \$53 1/2/54 and they close firm with buyers at \$54.10.

Wharves:—After offering \$112 without success buyers have retired for the moment.

London Quotations of August 24:—Banks \$114 10s.; Indos Deferred \$5; Shells \$4 10s., all middle prices.

Exchange:—The demand selling rate on London is 1/11.7/16; and the T. T. on Shanghai is 1/15.7/16.

Next Settlement Day is Friday, September 23, 1927.

THE MERCANTILE BANK OF
INDIA, LTD.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 4.

Authorized Capital £23,000,000
Subscribed Capital £10,000,000
Paid-up Capital £5,000,000
Reserve Fund and rest £1,545,687

BANKERS:
The Bank of England & Midland Bank, Ltd.

BRANCHES:
Bangkok, Calcutta, Canton, Cebu, Hong Kong, Kanton, Kobe, London, Lyons, Manilla, Peking, Rangoon, San Francisco, Shanghai, Singapore, Sourabaya, Tientsin, Yokohama.

HONGKONG BRANCH:
INTEREST allowed on Current Accounts at 3 per cent per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. C. SANDER,
Manager.
Hongkong, June 16, 1926.

THE BANK OF CHINA.

行銀國中
(Specially Authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917).

Authorized Capital \$50,000,000.00
Paid-Up Capital \$25,000,000.00
Reserve Fund \$9,629,425.24

HEAD OFFICE: PEKING.
HONG KONG BRANCH:
4, Queen's Road Central.

Branches and Sub-branches all over China and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

The Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

SHOU J. CHEN,
Manager.



POLAR
CAKE
ITS QUALITY
TEAT COUNTS

ASIA BANK.

FILES CLAIM IN ESTATE
HEARING.

Collection of more than P60,000 is involved in a complaint filed in the court of first instance, Manila, by the Asia Banking Corporation against Fred J. Elser, as special administrator of the estate of the late Henry W. Elser.

On February 25, 1922, Luis R. Yangco was indebted to Yangco, Rosentock & Co., Inc. for unpaid subscription to the capital stock of the firm in the sum of P58,900, the complaint alleges. Mr. Elser, in his lifetime, bought all the stock of Mr. Yangco in the firm and assumed the obligation of paying P58,900 to the company; the complaint also avers.

By virtue of a judgment, the plaintiff obtained all right, title and interest in the properties of the firm. When Mr. Elser died, the plaintiff filed a claim for the recovery of P58,900 against his estate, which claim was allowed by the commissioners on claim. However, the defendant as special administrator of the estate has appealed from the decision of the commissioners allowing the claim of the plaintiff, hence the necessity of filing the present complaint, the complaint finally alleges.

U.S. BUSINESS.

GOOD DURING MONTH OF
JUNE.

Business is generally confident in the United States, according to the radiogram received at the office of the American Trade Commissioner, Manila.

Competition continues keen but the companies are making moderate profits and the abundance of capital for all possible activities is maintaining industrial output to seasonal standards. Commerce is holding well and commodity prices are fairly steady. Buying remains conservative but wholesale conditions generally are fair.

The volume of retail trade is satisfactory as a result of the warmer weather and leading department stores report that June sales were above those for the preceding month and 1.8 per cent ahead of June, 1926.

The volume of business done by mail order stores during June was 3.3 per cent above last year and chain stores report an increase of 8.5 per cent over the corresponding period during 1926.

There was a slight decrease in the number of railroad cars loaded with merchandise during June although the total is still above 1,000,000 cars a week. This decline is largely on account of the continued strike of bituminous coal miners. Freight car loadings for the week ended June 18 showed a decrease as compared with the total for last year for the fifth consecutive time. The weekly average during May was 1,024,000 compared with 1,036,000 for May, 1926.

Building and construction remain heavy. Permits for new dwellings are declining but commercial buildings and public works show slight increases and forward contracts are reported about equal to last year's activity.

Contracts awarded in 36 eastern states from the first of the year to June 24 amounted to \$2,926,070,000, an increase of 5 per cent over the corresponding period of 1926.

Contracts awarded during the first 24 days of June total \$462,555,000 compared with \$426,395,000 during the first 25 days of June, 1926.

Money:—There is a lighter demand for commercial credit. Gold imports are increasing. Capital flotations, including refunding, totalled \$922,062,000 during June. Total flotations for the first half of this year amounted to \$5,294,639,000 compared with \$4,052,581,000 during the corresponding period last year.

Trading on the New York Stock Exchange during June was the heaviest on record. Transactions totalled 47,000,000 shares, an increase of 9,640,000 shares compared with June, 1926. Transactions for the first six months of the year amounted to 271,000,000 shares compared with 217,000,000 shares for the same period last year.

An average of 50 stocks declined from 167.77 on June 2 to 158.71 on June 27 and closed the month at 160.23.

Dividend payments to stockholders in June aggregated \$18,871,000 compared with \$42,899,000 in May.

There were 59 extra dividends paid during the month, 18 increases and 27 initial dividends, while 8 corporations passed their dividends.

The month of July closed with stocks tending upward although irregular. New heavy records were reported almost daily. Railroad stocks were high and General Motors led the industrial issues.

Bond sales on the Stock Exchange during June totalled \$261,000,000, a decrease of \$22,000,000 from May totalled and \$5,837,000 from the June 1926 total.

Bond sales for the first six months totalled \$1,825,291,450, an advance of nearly \$200,000,000 over the corresponding period last year. Bond prices have ranged between 89.47 and 91.93 during the year and closed June 30 at 90.28.

HONG KONG WOMEN'S GUILD
AND
MINISTERING CHILDREN'S LEAGUE.

“Fun o’ The Fair”

WILL BE HELD AT

LEE GARDENS,

on SATURDAY, OCTOBER 1st.

To be opened by LADY CLEMENTI, M.B.E., and under the distinguished patronage of HIS EXCELLENCY, SIR CECIL CLEMENTI, K.C.M.G.

HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

Butcher Meat.				Aug. 25, June, June, 1927, 1918, 1914.			
				Cts.	Cts.	Cts.	
Beef Sirloin	牛尾	lb.	28	24	12		
" Prime Cut	牛尾	"	28	23	12		
" Corned	牛肉	"	—	23	12		
" Roast	牛肉	"	28	24	22		
" Breast	牛肉	"	24	20	18		
" Soup	牛肉	"	26	20	18		
" Steak	牛肉	"	28	24	22		
" Steak Sirloin	牛肉	"	40	30	35		
" Sausages	牛肉	"	40	26	20		
Bullock's Brains	牛腦	per set	15	10	12		
" Tongue, fresh	牛舌	each	65	50	60		
" Tongue, corned	牛舌	"	—	60	—		
" Head	牛頭	"	\$1.20	—	\$1.20		
" Heart	牛心	lb.	24	13	14		
" Hump, Salt	牛心	"	84	20	18		
" Feet	牛心	each	8	10	12		
" Kidneys	牛心	"	15	18	12		
" Tail	牛心	"	23	20	22		
" Liver	牛心	lb.	24	13	14		
" Tripe	牛心	"	7	8	7		
Calves' Head & Feet	牛頭	set	\$1.20	\$1.00	\$1.00		
Mutton Chop	羊腩	lb.	48	28	—		
" Leg	羊腩	"	48	26	—		
" Shoulder	羊腩	"	46	24	—		
" Saddle	羊腩	"	46	—	—		
Pigs' Chittlings	豬腩	"	35	—	27		
" Brains	豬腦	Per set	3	—	12		
" Feet	豬腦	lb	16	15	—		
" Fry	豬腦	"	23	15	18		
" Head	豬腦	"	18	20	—		
" Heart	豬腦	each	15	10	10		
" Kidneys	豬腦	"	15	10	8		
" Liver	豬腦	lb	52	30	24		
" Pork Chop	豬腩	"	36	25	23		
" Leg	豬腩	"	36	—	—		
" Loin	豬腩	"	44	60	70		
" Fat or Lard	豬油	"	24	21	—		
Sheep's Head & Feet	羊頭	per set	85	60	70		
" Heart	羊心	each	12	8	7		
" Kidneys	羊心	"	15	12	10		
" Liver	羊心	"	46	26	25		
" Sausages	羊心	lb.	25	22	—		
Sucking Pigs, to order.	豬仔	"	30	20	18		
Suet, Beef	牛油	"	48	28	23		
" Mutton	牛油	"	48	28	19		
" Veal	牛油	"	86	20	19		
" Sausages	牛油	"	40	20	20		
" No. 1.		"	32	—	—		

Fish.				Aug. 25, June, June, 1927, 1918, 1914.			
				Cts.	Cts.	Cts.	
Barbel	魚	lb.	32	19	24		
Bream	魚	"	35	20	18		
Canton Fresh (塘魚)	魚	"	26	13	16		
Water Fish (水魚)	魚	"	45	16	17		
Carp	魚	"	36	12	9		
Catfish	魚	"	40	20	25		
Codfish	魚	"	42	23	26		
Crabs	蟹	"	32	16	2		
Cuttle Fish	魚	"	50	23	16		
Dab	魚	"	34	10	9		
Dace	魚	"	16	10	8		
Dog Fish	魚	"	34	16	—		
Eels, Conger	魚	"	32	10	18		
" Fresh Water	魚	"	45	26	30		
" Yellow	魚	"	65	32	25		
Frogs	魚	"	72	40	30		
Garopus	魚	"	22	18	15		
Gudgeon	魚	"	30	22	18		
Herrings	魚	"	30	18	23		
Halibut	魚	"	36	22	18		
Labrus	魚	"	50	23	24		
Loach	魚	"	86	32	21		
Lobsters	魚	"	15	20	26		
Mackerel	魚	"	84	32	32		
Monk Fish	魚	"	40	13	2		
Mullet	魚	"	38	16	22		
Oysters	魚	"	20	14	9		
Parrot Fish	魚	"	87	20	15		
Perch	魚	"	18	16	9		
Pike	魚	"	44	28	14		
Plaice	魚	"	83	26	29		
Pomfret, Black	魚	"	86	36	30		
Pomfret, White	魚	"	72	36	45		
Prawns	魚	"	16	10	14		
Ray	魚	"	22	13	18		
Rock Fish	魚	"	38	23	19		
Roach	魚	"	72	36	30		
Salmon	魚	"	15	8	10		
Shark	魚	"	14	10	10		
Skate	魚	"	65	26	35		
Shrimps	魚	"	46	32	30		
Snapper	魚	"	23	23	23		
Soles	魚	"	16	22	13		
Tench	魚	"	32	18	13		
Turbot	魚	"	125	40	—		
Turtles, small, fr. water	魚	"	—	—	—		

Poultry.				Aug. 25, June, June, 1927, 1918, 1914.			
				Cts.	Cts.	Cts.	
Chicken	雞	lb.	60	80	31		
Capon, Small	雞	"	55	28	30		
Japons, Large	雞	"	60	28	30		
Duck	鴨	each	45	22	21		
Doves	鴿	each	22	21	—		
Eggs, Hen (cooking)	雞蛋	per doz.	80	18	—		
Eggs, Hen (fresh)	雞蛋	"	38	25	20		
Fowls, Canton	雞	lb.	75	36	24		
Fowls, Hainan	雞	"	50	36	24		
Geese	鴨	"	45	24	24		
Pigeons, Canton	鴿	each	60	80	—		
" Holchow	鴿	"	30	28	—		
Turkeys, Cock	火雞	lb.	—	51	45		
Turkeys, Hen	火雞	"	—	—	—		
Snipe	鴉片	each	—	—	—		
Pheasant	山雞	pair	—	—	—		
Quail	鶉	each	—	—	—		
Partridges	鶉	"	—	—	—		

Fruits.				Aug. 25, June, June, 1927, 1918, 1914.			
				Cts.	Cts.	Cts.	
Almonds	杏仁	lb.	40	35	—		
Apples (California)	金山蘋果	"	30	24	—		
Bananas (bride's)	金山香蕉	"	8	4	—		
Carambols	楊梅	"	15	12	—		
Cocoanuts	椰子	each	12	10	10		
Lemons, China	檸檬	each	15	7	0		
Lemons (America)	金山檸檬	each	10	8	0		
Lichees, Dried	荔枝干	lb.	25	30	—		
Oranges (Canton)	新會柑	"	—	—	15		
Oranges	新會柑	"	—	—	15		
Pears (Canton)	梨	"	18	—	—		
Peanuts	花生	"	12	10	12		
Persimmons, Large	紅大果	"	18	12	—		
Plantain	大蕉	"	4	3	—		
Pumelo, Slam	大果	each	15	12	6		
Walnuts	胡桃	lb.	20	—	16		
Grapes	提子	"	30	—	—		

Vegetables, &c.				Aug. 25, June, June, 1927, 1918, 1914.			
				Cts.	Cts.	Cts.	
Artichokes	蓴菜	each	12	—	8		
Beans, Sprout	豆苗	lb.	12	—	7		
" Long	豆苗	"	15	8	—		
Beet Root	紅頭菜	each	8	8	—		
Bitter Squash	苦蕒	lb.	10	—	—		
Brinjals, Green	青瓜	"	12	5	—		
" Red	紅瓜	"	10	5	—		
Cabbage, Chinese	芥蘭	"	12	5	15		
" (Shanghai)	上海青	"	12	12	—		
Cane Shoots, bunch	竹筴	"	8	—	—		
Cauliflower (Large)	大花菜	each	—	—	—		
" (Medium)	中花菜	"	—	—	—		
" (Small)	小花菜	"	—	—	—		
Carrots	金薯	lb.	15	6	—		
Celery, Chinese	美芹	"	20	10	—		
Chillies, Dried	紅干椒	"	35	25	—		
" Red	紅干椒	"	20	10	10		
" Green	青干椒	"	15	8	12		
Curry Stuff, English	椰菜	"	10	8	—		
Cucumbers	黃瓜	"	10	2	—		
Garlic	蒜頭	"	12	6	—		
Ginger, Young	薑子	"	8	7	—		
" Old	老薑	"	25	8	—		
Horseradish, Shanghai	米蕒	"	8	45	—		
Indian Corn	粟米	"	10	1	—		
Lettuce	生菜	"	12	—	—		
Water Chestnuts	馬蹄	"	13	—	—		
" Mandarin	綠豆	"	13	—	—		
Mushrooms, Fresh	鮮蘑菇	"	40	—	—		
Okroes	茄子	"	18	1	—		
Onions, Bombay	洋葱	"	5	8	—		
" Green	青葱	"	5	4	—		
" Shanghai	上海青	"	6	6	—		
Parsley	芹菜	"	35	60	—		
Potato, Sweet	甘薯	"	5	3	—		
" Japanese	日本薯	"	5	3	—		
" American	金山薯	"	8	3	—		
Pumpkin	冬瓜	"	6	4	—		
Radish	紅蘿蔔	"	6	—	—		
Rhubarb (Fresh)	大蘆薈	"	12	8	—		
Shallots	蔥	"	10	4	—		
Spinach	菠菜	"	15	7	—		
Tomatoes	番茄	"	6	6	—		
Taro	芋頭	"	8	4	—		
Turnips, Punt (Long)	長筒菜	"	8	4	—		
Vegetable Marrow	茭白	"	12	15	—		
Water Cress	蔞薹	"	8	6	—		
Water Lily Root	蓮藕	"	8	6	—		

Phone C.22 FOR CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

WANTED.

WANTED.—To purchase a Blackwood, or Cherrywood bedstead. Carved preferred. Reply to P. O. Box 660.

TO LET.

TO LET.—"Bellevue" No. 6 Peak Road. Fully-furnished from 1st December, 1927. Apply to Percy Smith, Seth & Fleming.

TO LET.—Five-roomed House No. 47 in Granville Road, Kowloon, with flush and Sanitary conveniences. Phone No. 721 C.

TO LET.—No. 2A ARMEND BUILDINGS, KOWLOON. Four-roomed furnished flat from 15th October, 1927. Apply to Percy Smith, Seth & Fleming.

FOR SALE.

FOR SALE.—Chefoo Stamps. "Un-used." Set of six stamps:—2, 5, 10, 15, 20 and 25 cents. Price \$2 per set.—Apply Box No. 500, c/o "China Mail."

FOR SALE.—One brass "Hung Ming" pan of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 5, Wyndham St., Telephone Central 22.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVIVORS.

Public Auctions—

THE Undersigned have received instructions to sell by Public Auction

ON Monday, the 29th August, 1927, commencing at 11 a.m. at No. 3, Minden Avenue, Kowloon.

A quantity of VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue) On View from Sunday, the 28th August, 1927.

Terms:—Cash on delivery.

LAMMERT BROS. Auctioneers.

Hong Kong, 23rd August, 1927.

ON Monday, the 29th August, 1927, commencing at 2.45 p.m. at No. 74A, Nathan Road, Kowloon.

A quantity of VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue) On View from Sunday, the 28th August, 1927.

Terms:—As Customary.

LAMMERT BROS. Auctioneers.

Hong Kong, 23rd August, 1927.

ON Tuesday, the 30th August, 1927, commencing at 2.45 p.m. at No. 5, Cambay Buildings, 1st Floor, Kowloon.

A quantity of VALUABLE HOUSEHOLD FURNITURE.

(Further Particulars from Catalogue) On View from Monday, the 29th August, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

Hong Kong, 23rd August, 1927.

THE NEW FRENCH REMEDY. THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

For further particulars and Conditions of Sale apply to:— Messrs. HASTINGS, DENNIS & BOWLEY, Vendor's Solicitors, 8, Des Voeux Road Central, or to Messrs. LAMMERT BROS., The Auctioneers, No. 8, Duddell Street, Hong Kong, 19th August, 1927.

MARTIN'S PILLS

NOTICES.

ST. STEPHEN'S COLLEGE.
Prospect Place, Bonham Road.

SCHOOL will re-open MONDAY, September 12th. Examination for New Boys, SATURDAY, September 10th at 9.30 a.m. For Prospectus, for Boarders and Day-boys, apply.

ST. STEPHEN'S COLLEGE,
Prospect Place, Bonham Road.
Hong Kong, 27th August, 1927.

CHINESE LANGUAGE SCHOOL.

THE NEXT SESSION of the General Chamber of Commerce CHINESE LANGUAGE SCHOOL opens on Monday, 5th September.

Classes are held at Chartered Bank Building (First Floor) from 1.15 to 2.15 p.m., and each student has the services of a personal teacher in addition to lessons in class.

Those desirous of learning colloquial CANTONESE are invited to communicate with the undersigned.

M. F. KEY,
Secretary,
General Chamber of Commerce,
25th August, 1927.

LESSONS IN CHINESE.

MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates.

Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Prince East, first floor.

Terms moderate.

HONG KONG WOMEN'S GUILD & MINISTERING CHILDREN'S LEAGUE.

"FUN O' THE FAIR."

In connection with the FAIR an Arts & Crafts Competition will be held, for which prizes of the value of \$10.00, \$5.00, and \$2.50 will be given.

Any handmade article of any kind may be entered provided that it is the bona-fide handiwork of the competitor and that the materials used, which may be of any kind, do not cost more than 50 cents.

Entries to be sent on or before 15th September to

MISS F. C. WOO,
St. Paul's Girls' School,
Maddison Road.

and must be accompanied by a detailed statement of the materials used and their cost.

Entries will be judged by Mrs. J. Pearson and Mrs. R. H. Kotewall.

The articles will be sold at the "FUN O' THE FAIR" on October 1st.

HONG KONG & KOWLOON TAXICAB CO., LTD.

IN LIQUIDATION.

FOR SALE

1 Buick 7 Seater Saloon, excellent condition.

J Buick 2 Seater Roadster, new.

Quantity of spare parts for Buick, Oakland, Cadillac, Citroen Cars, G. M. C. and Garner Trucks.

Quantity of Office Furniture comprising safes, desks, filing cabinets, typewriters, etc.

Further particulars given and inspection arranged on application to undersigned.

A. RITCHIE,
c/o Liquidator,
Lowe, Bingham & Matthews,
3, Queen's Road Central,
Hong Kong, 24th August, 1927.

BY ORDER OF THE OWNER.

PUBLIC AUCTION of the undementioned Valuable Properties Situate in the New Territories in the Colony of Hong Kong.

New Kowloon Inland Lot No. 53 on which is situated the Tai Wan Glass Factory.

This Lot is situate at Kowloon Bay.

A Fish Pond situate at New Kowloon Inland Lot No. 8 in the New Territories.

Lot Nos. 5908 and 5918 in Survey District 1 in the New Territories (Agricultural Lots).

to be sold by

PUBLIC AUCTION on THURSDAY, the 15th Sept., 1927, at 3 o'clock, p.m.

IN FOUR LOTS by Messrs. LAMMERT BROS., Auctioneers.

at their Sales Room, 8, Duddell Street, Hong Kong.

NOTICES.

HONG KONG CLUB.
NOTICE.

THE SEVENTH YEARLY DRAWING of 20 DEBENTURES (1920 issue—\$500 each) of the Hong Kong Club, payable on FRIDAY, the 30th September, 1927, will be held in the Club House, at 11 o'clock, a.m., on THURSDAY, the 8th September, 1927.

Bearers of Debentures are invited to attend the Drawing.

By Order,
A. H. ABBAS,
Acting Secretary,
Hong Kong, 27th August, 1927.

HONG KONG CLUB.

NOTICE.

IN TERMS of Debenture Conditions Nos. 12, 13 and 14, Notice is hereby given that the Drawing of 20 Additional Debentures (1920 issue—\$500 each) of the Hong Kong Club, payable on SATURDAY, the 31st March, 1928, will be held in the Club House, at 11 o'clock, a.m., on THURSDAY, the 8th September, 1927, immediately after the Seventh Yearly Drawing of 20 Debentures.

Bearers of Debentures are invited to attend the Drawing.

By Order,
A. H. ABBAS,
Acting Secretary,
Hong Kong, 27th August, 1927.

HONG KONG FOOTBALL ASSOCIATION.

CONCERT will be held in St. Patrick's Catholic Club (5 Garden Road), at 8 p.m. on MONDAY, the 28th August.

All are cordially invited.

W. R. WILKINSON,
Hon. Secretary,
Hong Kong, 25th August, 1927.

HONG KONG FOOTBALL ASSOCIATION.

APPLICATIONS for affiliation to the above Association must reach the undersigned by the 31st accompanied by the necessary fee of Two Dollars. Newly affiliating Clubs. One Dollar entrance fee extra.

W. E. HOLLANDS,
Hon. Secretary,
P. O. Box 233.

HONG KONG FOOTBALL ASSOCIATION.

REFEREES AFFILIATION.

APPLICATIONS from qualified Referees for Affiliation to the above Association must reach the undersigned by the 31st accompanied by the annual subscription of One Dollar.

W. E. HOLLANDS,
Hon. Secretary,
P. O. Box 233.

HONG KONG FOOTBALL LEAGUE.

APPLICATIONS for admission to the above League must reach the undersigned on or before the 31st August accompanied by the entrance fee of Twenty Dollars. No Club can be admitted to the League unless affiliated to the Hong Kong Football Association.

W. E. HOLLANDS,
Hon. Secretary,
P. O. Box 233.

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W. E. HOLLANDS,
Hon. Secretary,
P. O. Box 233.

HONG KONG FOOTBALL LEAGUE.



SPECIAL SERVICE TO HOUSES.

We undertake to cater our ICE CREAM for PICNIC, BATHING and HOUSE PARTIES. Furnishing at the same time our new containers on the loan basis which keeps.

DIXIE CUPS POLAR CAKES ICE CREAM BRICKS

FROZEN FOR 2 HOURS.

Orders accepted either by chit or telephone message.

IN HONG KONG

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ICE CREAM KIOSK.

Tel. C. 3456. Queen's Theatre Building.

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From 9 a.m.—12 p.m.

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DIXIE ICE CREAM PAVILION.

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China Building. Sole Distributors.

SPEECH RESTORED.

EX-SOLDIER'S REMARKABLE EXPERIENCE.

An ex-soldier's vivid nightmare, in which he dreamed that he was being bayoneted, has been the means of restoring his voice, which he lost ten years ago when gassed at Passchendaele.

He is Mr. Ernest William Dennett, of Kingston-terrace, Woodbridge, Sussex, once a private in the R.A.M.C. and now a bootmaker. "I was in the trenches in October 1917, when I was badly gassed, losing both my voice and sight," he said to a Press representative. "The blindness lasted only a month, but my voice never returned, and until the miracle happened a few days ago I could only whisper feebly."

Realism. "I went recently to see a film called 'Siberia,' which depicted scenes in the Russian revolution. It was terribly realistic, and I dreamed about it that night."

"I remember in the dream a dreadful-looking man rushing towards me with rifle and bayonet. I was terrified and felt the pain as the cold steel went through me. I woke to find my mother in the room. 'She said, 'You shouted Oh!' And then I spoke and heard my voice for the first time since I was gassed."

"It is wonderful to be able to speak again, and will help me to bear with greater cheerfulness the other disabilities which were caused when I was gassed."

Mr. Dennett hopes shortly to be married.

HONG KONG HOTEL VISITORS.

August 26, 1927.

Mr. A. E. Atkins.
Mrs. J. F. Brown.
Mr. M. A. Cohen; Mr. and Mrs. A. Chios.

Mr. R. E. Francis, Dr. L. Fisher.
Mr. Go Chiong An.
Messrs. A. F. Henry, H. Hoene, G. C. Huntington.

Messrs. J. E. Joseph, L. Jun-inger.
Messrs. H. A. Keller, A. Kofer.
Miss H. Lillie.

Mrs. L. Maurin, Mr. Mansohn.
Mr. A. E. Phillips, Mr. and Mrs. B. Pasco.

Mr. J. Rodas.
Messrs. J. Ross Smith, M. Selezneff.

Mrs. Turpin, Mrs. H. E. Tracy.
Dr. E. S. Taylor.
Mr. W. S. Tancosca.

Messrs. G. S. Wilson, T. B. Wilson, G. Wragge.

TEMPER TESTS.

FINDING THE PERFECT ENGINE DRIVER.

A railway carriage which is never attached to any train, and never moves, stands in the western railway station of Vienna. It contains electrical machinery, levers, mechanical puzzles, and complete paraphernalia for psycho-technical tests. Candidates for responsible posts in the Austrian State Railway service enter that carriage with fear and trembling.

The tests show, for example, the intelligence, attentiveness, power of concentration, speed of reactions, and physical endurance of the candidate for a post as locomotive driver. Figures will record the degree of his response to each test. The expert in charge, Professor Dr. Bloss, aims to make the tests as close as possible to the exigencies of the candidate's future work.

Testing a Man's Temper. There is a new test to try a man's temper. This consists of a chest of twenty-five small drawers, each of which contains a key. The candidate is given a key to one drawer, he finds which one it unlocks, and withdraws the second key, for which he has to find another drawer, and so on.

The man who unlocks all the drawers without becoming flustered or losing his patience can be trusted to do the right thing after a railway collision. This test was destined particularly for signalmen.

"The value of psycho-technic," said Professor Bloss, "is that it enables the railway company to eliminate at once the employee who will not be reliable. We intend also to test the men already employed, for there is no doubt that a number of them are, either because of health or through natural incapacity, or possibly age, unfit for responsibilities that affect the safety of thousands of their fellow men."

HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY (Camb. Higher Local) (Camb. Teachers' Diploma).

MISS GERTRUDE TURNER (National Froebel Higher Certificate).

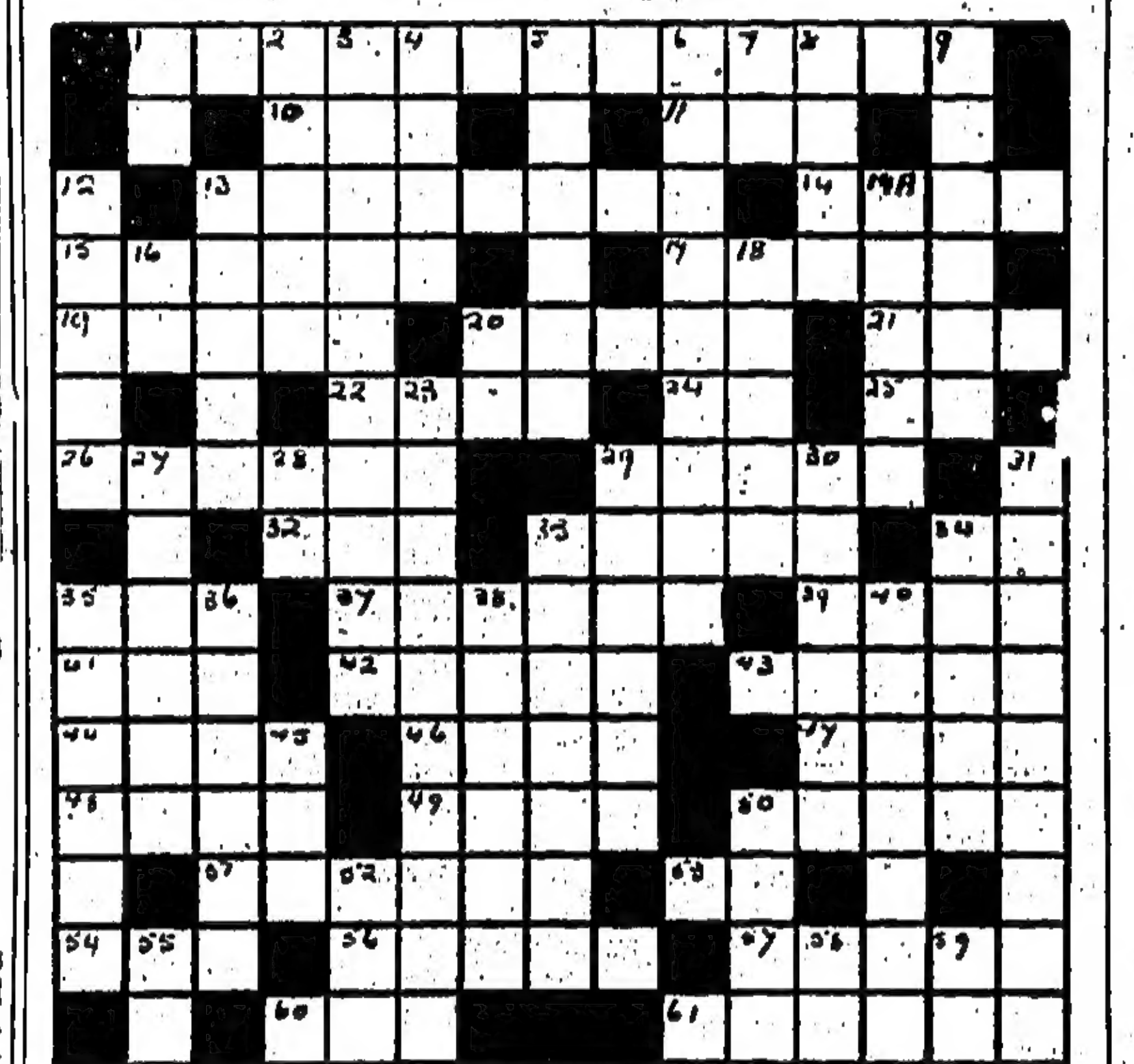
"CHINA MAIL" CROSS-WORD PUZZLE

[SECOND SERIES.]

NO. 17—\$50 MUST BE WON

FIRST READ THESE RULES CAREFULLY THROUGH.

1. The PRIZES in this competition are AWARDED STRICTLY on MERIT.
2. Each solution sent in must be made on the coupon cut from the "China Mail." Any number of solutions may be sent in.
3. An entry fee of fifty cents must accompany each coupon. Three entries, however, may be sent in together for one dollar. Letters sent through the post must not contain coins as they will not be delivered by the Post Office.
4. No entry will be considered under any circumstances whatsoever, unless entry money for each solution is enclosed.
5. Entries must reach the office of the "China Mail" not later than the time and date for closing announced on the coupon.
6. No responsibility is accepted for loss or delay in the post. All letters should be registered and/or sealed.
7. The prize of \$50 must be won and will be awarded for an all correct or nearest correct solution. In the event of ties the \$50 will be divided. No competitor may win more than one share of the prize in each competition.
8. The coupon must not be defaced in any way. All attempts must be in plain block letters and legible.
9. The Editor's decision will be final and binding in all matters of dispute, and he reserves the right to enter into Correspondence regarding the Competition.
10. Solutions will be published with the results, in this paper, every Thursday following the Closing Date.
11. Coupons will be kept for four days after the results of the competition have been published.
12. All letters must be addressed, "China Mail" Cross-words, c/o "China Mail" Office, No. 5, Wyndham Street, Hong Kong.
13. No member of the staff of the "China Mail" will be allowed to compete.
14. Solutions are held under sealed cover and in no way will be opened until the close of the competition.



To "China Mail" Cross-words,

c/o "China Mail" Office,

No. 5, Wyndham Street, Hong Kong.

DEAR SIR,

I agree to abide by your rules, and I enclose.....

for solution (s) which are attached.

Name

Address

[Please Write in Block Letters.]

CLOSING DATE FOR COUPONS, MONDAY, AUGUST 29.

[Coupons received at the "China Mail" Office after mid-day on Monday will not be included in the competition.]

Across.

1. Delusion.
10. Cover.
11. A wand.
13. Barbarism.
14. To lash.
15. A rivulet.
17. The claw of a fowl.
19. Reel for winding thread or yarn upon.
20. Poison.
21. To fold.
22. Island.
24. Word of denial.
25. Part of the verb, to be.
26. Floating.
29. Increased tension.
32. Born.
33. A vial.
34. O. E. (Actual).
35. A small quantity.
37. Mottled.
38. Mottled rock.
41. Plant closely allied to wheat.
42. To scatter.
43. Rustic.
44. Terminates.
47. Kiln for drying malt or hops.
48. A religious ceremony or usage.
49. Needle-case.
50. Spanish coin.
51. To waylay.
52. To strengthen.
53. Towards.
54. Consume.
56. Made of oatmeal.
57. To roam.
59. To write.
61. The wild ass.

Down.

1. An exclamation.
2. A prairie.
3. Animation.
4. Free of rent or service.
5. To fancy.
6. Shaped like a funnel or a ladle.
7. Towards.
8. Short poem.
9. The three Fates, past, present and future.
- 12

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FOR BOSTON AND NEW YORK Via SUEZ.

S.S. "BOLTON CASTLE" Sails on/or about 15th Oct.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE \$72.10.0.
LONDON \$80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.
M.V. "ESQUILINO" Sails on/or about 15th Sept.
M.V. "ROMOLO" Sails on/or about 18th Oct.
S.S. "VENEZIA" Sails on/or about 10th Nov.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.
S.S. "FIUME-LI" Sails on/or about 20th Sept.
M.V. "ESQUILINO" Sails on/or about 18th Oct.
M.V. "ROMOLO" Sails on/or about 15th Nov.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails from Calcutta 3rd Sept.
S.S. "UMVOLOSI" Sails from Calcutta 2nd Oct.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading Issued from Hong Kong.

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THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$120, \$112, \$110, \$102 \$85, via San Francisco.
\$440, \$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

* KOREA MARU Tuesday, 6th Sept., at Noon.
SHINYO MARU Tuesday, 20th September.
SIBERIA MARU Tuesday, 4th October.

* Calls Los Angeles, omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.

KAMO MARU Saturday, 10th Sept., at 11 a.m.
KATORI MARU Saturday, 24th Sept., at 11 a.m.
ATSUTA MARU Saturday, 8th October.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 21st September.

AKI MARU Wednesday, 19th October.

BOMBAY via SINGAPORE & COLOMBO.

MURORAN MARU Sunday, 28th August.

SADO MARU Saturday, 10th September.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

ANYO MARU Thursday, 29th September.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAWACHI MARU Tuesday, 6th September.

NEW YORK and/or BOSTON via PANAMA.

CALCUTTA MARU Sunday, 28th August.

TAKETOYO MARU Sunday, 11th September.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARU Friday, 21st October.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

MOJI MARU Wednesday, 31st August.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Friday, 16th September.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU (Kobe direct) Sunday, 28th August.

TOYOOKA MARU Tuesday, 30th August.

CEYLON MARU (Moji direct) Friday, 2nd September.

KASHIMA MARU Monday, 5th September.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)



LIGNES COMMERCIALES (Cargo Boats).

Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK:-

S.S. "DR. P. BENOIT" due to arrive from DUNKIRK,
LONDON, HAVRE about the 25th August.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
CHRONORCAUX	A	29th July	20th Aug.
ATHOS II	A	12th Aug.	27th Sept.
ANGEL	B	26th Aug.	11th Oct.
DABIANAN	A	9th Sept.	25th Oct.
GAL. METZINGER	A	23rd Sept.	8th Nov.
SPHINX	A	7th Oct.	22nd Nov.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A Class 1st Class ... 499. 00. 00. B Class 1st Class ... 281. 00. 00.
Steamers 2nd ... 270. 00. 00. Steamers 2nd ... 161. 00. 00.

Through Tickets to London and Landing Towns of Europe.
Accommodations reserved in the "Train" at Marseilles.
(Sailings subject to alteration without notice).

For full Particulars, apply to:-

Cla. des MESSAGERIES MARITIMES,
Telephone Central 740, 1, Queen's Building,
CONSIGNATION—TRANSIT—REPRESENTATION.



SHIPPING SECTION.

"RENOWN'S" CAT.

HOLDS UP IMPRESSIVE CEREMONIAL.

An amusing story has been cabled Home from Australia (at a cost that would keep a pussy cat in creamy milk and succulent giblets for a lifetime) of the black kitten mascot of the "Renown," which unwittingly held up the impressive ceremonial of dressing ship at the arrival off Perth of the Duke and Duchess of York. In brief, the kitten had assumed that the carefully arranged piles of hunting placed along the deck in readiness for hoisting were merely a profusion of comfortable couches for its choice; it burrowed in one and went to sleep. As the long lines of flags went up the captain saw the kitten clinging desperately to a pennant a hundred feet above the deck. He at once gave orders to lower gently, and in a few seconds all was well—not one of the nine little lives had been lost. Nowhere do pets have such a good time as at sea. Sailormen, be they naval or mercantile, have plenty of leisure to play with them. The crew of an American warship, the "Blackhawk," insist on their mascot puppy sleeping sailormen, stretched out in a real little canvas hammock made to fit him.

Our cruiser, H.M.S. "Cairo," has, or had until recently, a mascot gazelle named Bob, who had been 10 years in the navy. He fell overboard in the Indian Ocean last year, and though the ship was stopped and the boats searched for half an hour, no glimpse could be obtained of him. It was feared that he had drowned, or that the sharks had pulled him under, but eventually he was seen swimming for the ship. The doctor and the sick-bay staff gave him all the skilled treatment that a human would have had; and, although very much exhausted when rescued, he was out and about a few hours later.

Monkeys are the most popular ships' pets, but captains are not willing to tolerate them in these days of haste and hurry, as their antics tend to take men's attention off the job in hand. Moreover, monkey mascots are such confirmed democrats; a man to them is merely a man whether a captain or a deckswabber. The only person aboard whom they might concede to be deserving of a little extra respect is the cook. An angry captain does not like to be stared out of countenance or mimicked by the ship's chimpanzee.

WILL RELIEVE MOTHER'S FEARS.

A panic of fear seizes mother when sudden and severe cramps, agonizing intestinal pains and weakening diarrhoea prostrate some one of the family. Keep Chamberlain's Colic and Diarrhoea Remedy in the home and such emergencies need cause neither fear nor alarm. It eases pain almost instantly. Sold everywhere.

FARES CUT.

BETWEEN MANILA AND CHINA PORTS.

The Associated Steamship Lines has cut fares for passenger travel between Manila and ports in China and Japan. The reduced schedule became effective on August 1, it has been learned.

The new rates will apply on vessels operated by the Canadian Pacific Steamship Company, owners of the Empress liners, and of the Dollar and American Line, agents for the President ships on the trans-Pacific run, in addition to Shipping Board freighters and other round-the-world steamers. No reduction has been made in the fares from Manila to the United States.

The new and the old passenger fares of the Associated Steamship Lines are:-
From Manila to

	Old rate	New rate
Hong Kong	P.75	P.75
Shanghai	165	165
Nagasaki	200	180
Kobe	230	210
Yokohama	240	225

WHITE STAR COMMANDER.

Honoured by King George at Liverpool.

Captain William Marshall, master of the White Star liner "Olympic," which left New York shortly after midnight on July 8 for Southampton, has been commanded by the King to appear as an aide de camp in attendance on His Majesty at the opening of the new Gladstone Docks at Liverpool on July 19. He was made an aide to the King last year. As Captain Marshall was recently made a commodore in the Royal Naval Reserve and is the only commander in active commercial service holding the title, he will outrank all other representatives of the British merchant service at the opening of the docks.

The White Star Line will use the trans-Atlantic berths at the new docks exclusively and one of its ships, the "Adriatic," will be the first to enter the new docks. Her transfer from the old berths of the line at the West Hukisson docks to the new docks will be an important feature of the day's programme.

The opening of the new docks will give the White Star Line the most modern facilities for expeditious handling of freight, and will permit its ships to enter docks earlier in the tide than at present, and leave later. Improved freight handling facilities apply equally to shed space, which is greatly enlarged, and to rail transit, which will now begin directly at the ship's side, without carting, as hitherto. There will also be extensive space for motor lorries.

The first steamer to occupy a berth at the new docks at the end of a voyage will be the Celtic, scheduled to sail from New York on July 16. All the ships will continue to disembark and take on passengers at the Prince's landing stage on the Mersey River front, the new docks being exclusively for freight.

FAR EASTERN TRADE

SOVIET CHARTERING STEAMERS.

Tokyo, August 19.—The Soviet Mercantile Fleet, with the object of displaying greater activity in the Far Eastern trade, has chartered many Japanese steamers, including the "Kashima Maru," to be used in Bering Sea, Kamchatka, and Vladivostok. The same steamship company recently further placed an order in Kobe for the purchase of six thousand-ton freighters with a speed of 12 knots. This positive course of action on the part of Russia is said to be largely due to the severance of diplomatic relations between Russia and Britain.—Toho.

MOVEMENTS OF STEAMERS.

The O.S.K. s.s. "Tacoma Maru" is expected here from Japan ports to-day, and will sail to-morrow for Calcutta via Singapore, Penang and Colombo.

The O.S.K. s.s. "Shunko Maru" will arrive here from Singapore on August 30 and sail for Japan ports on August 31.

The O.S.K. s.s. "Mexico Maru" is expected to arrive here from Japan ports on August 30, and is due to sail on August 31 for East African ports via Singapore and Colombo.

The C.P.S. R.M.S. "Empress of Asia" is due here at 8.30 a.m. on August 30, and will berth at Pier No. 6, Kowloon Wharf. She will sail for Manila on August 31 at 5 p.m.

The P. & O. s.s. "Nagpore" left Singapore for this port yesterday at 6 a.m. with the outward English Mails, and is due here on September 1 at about 6 a.m.

The Ben Line s.s. "Bengloe" from Middlesbrough, Antwerp, London, Straits and Philippines, is due to arrive here on September 2.

The M.V. "Esquilino (D. & Co.)" from Brindisi, is expected in Hong Kong on September 15.

The s.s. "Bolton Castle" (D. & Co.) sailed from New York on July 19, and is due to arrive in Hong Kong on September 24.

The following vessels of the Compagnie des Messageries Maritimes are expected to arrive in Hong Kong:-

S.S. "Athos II" to-morrow.
S.S. "Angers" September 18.
S.S. "D'Arctique" September 27.
S.S. "Capitaine Faure" September 20.
S.S. "General Metzinger" October 11.
S.S. "Sphinx" October 25.
S.S. "Si-Kiang" October 21.
S.S. "Porthos" November 9.

AMERICAN AUSTRALIA ORIENT LINE.

Operated for

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By SWAYNE & HOYT, INC.

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "KABINGA" London, Rotterdam, Hamburg & Leth 8th September

S.S. "CITY OF PERTH" Havre, London & Glasgow 4th November

AUSTRALIA AUSTRAL-EAST INDIES LINE

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE...AMERICAN & MANCHURIAN LINE

S.S. "CITY OF BOMBAY" via Suez Canal 9th October

S.S. "CITY OF EASTBOURNE" via Suez Canal 6th November

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK.....AMERICAN & ORIENTAL LINE

M.V. "OLIVERBANK" via Suez Canal 27th September

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOU" From Hong Kong 25th October

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quillimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zambezi, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:-

Telephone Central 4791. THE BANK LINE, LTD.

CANADIAN PACIFIC

R.M.S. "EMPRESS OF ASIA"

will be despatched from

HONG KONG

FOR

MANILA

5 p.m. WEDNESDAY

AUGUST 31st.

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.752 Cables: "GACANPAC."
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.

AMAZON MARU Saturday, 10th September.

ATLAS MARU Wednesday, 5th October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.

HAWAII MARU Thursday, 20th September

BOMBAY—Via Singapore and Colombo.

BORNEO MARU Sunday, 4th September.

INDUS MARU Monday, 19th September.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.

MEXICO MARU Wednesday, 31st August.

CHICAGO MARU Wednesday, 28th September.

CALCUTTA—Via Singapore, Penang and Rangoon.

TACOMA MARU Saturday, 27th August.

BINGO MARU Sunday, 25th September.

VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Japan Ports.

PARIS MARU (From Shanghai) Sunday, 28th August.

LONDON MARU (From Shanghai) Monday, 12th September.

HAIPHONG—Via HOIHOW & PAKHOL

MENADO MARU Tuesday, 30th August.

TAKIWA MARU Tuesday, 13th Sept., 10 a.m.

JAPAN PORTS

SHUNKO MARU Wednesday, 31st August.

SUMATRA MARU Thursday, 15th September.

SEATTLE MARU Saturday, 24th September.

KEELUNG Via SWATOW & AMOY.

HOZAN MARU Sunday, 28th August, 2 p.m.

TAKIWA MARU Wednesday, 31st August, Noon.

KALJO MARU Sunday, 4th September, 2 p.m.

TAKAO Via SWATOW & AMOY.

TAKAO & KEELUNG.

SOURABAYA MARU Tuesday, 27th September.

TAKAO, KEELUNG & JAPAN.

For further particulars please apply to—OSAKA SHOSHEN KAISHA.

Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "ASIA"

will be loading for Rotterdam, Hamburg, Copenhagen and other

Scandinavian Ports on or about

10th October.

Further sailings—	Expected on or about—	Will leave homeward-bound on or about—
M.S. "JAVA"	23rd August
M.S. "ASIA"	6th September	10th October, 1927.
M.S. "AFRIKA"	26th October

Subject to change without notice.

For further particulars please apply to—

JOHN MANNERS & CO., LTD.

Agents.

OREGON ORIENTAL LINE

Operated for

UNITED STATES SHIPPING BOARD M.F.C.

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FOR PORTLAND Via KOBE & YOKOHAMA.

S.S. "WEST CADRON" 7th Sept.

FOR MANILA, CEBU & DAVAO.

S.S. "WEST HOLBROOK" 30th Aug.

FOR MANILA, ILOILO & CEBU

S.S. "WEST KADER" 15th Sept.

S.S. "WEST NOMENTUM" 23rd Sept.

All sailings subject to change without notice.

Through Bills of Lading issued to all rail Overland Points in the U.S.A., also to New Orleans, Savannah, Charleston, Baltimore, Philadelphia, New York and Boston; via Panama Intercoastal steamer.

ADDRESS:

Room 26, Bank of Canton Building, Canton Agents:

6, Des Vaux Road Central. JOHN MANNERS & Co., Ltd.

Telephone Central 4371.

REPORT FROM BOARD OF CONSERVANCY WORKS OF KWANGTUNG

Waterlevels in English Feet.

Place of Observation	Highest F.L. on record	Lowest W.L. on record	W.L.	W.L.
West River at Shikung	+ 41.0"	0"	+ 17.2	falling
North River at Tsingyuen	+ 23.7"	0"	+ 10.0	falling
North River at Samah	+ 27.2"	0"	+ 10.6	falling
East River at Shikung	+ 19.2"	0"	+ 9.2	falling

* For the 22nd.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PFINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
MOREA	10,953	3rd Sept. Noon	Marseilles & London
NOVARA	8,989	10th Sept.	Marseilles & London
KIDDERPORE	8,574	15th Sept.	Marseilles & London
DEVANHA	8,165	17th Sept.	Marseilles & London
KHYBER	9,114	1st Oct.	Marseilles & London
NYANZA	7,023	12th Oct.	Marseilles & London
MALWA	10,988	15th Oct.	Marseilles & London
KASHMIR	8,986	29th Oct.	Marseilles & London
VACEDONIA	11,120	12th Nov.	Marseilles & London
MONGOLIA	10,504	29th Nov.	Marseilles & London
MANTUA	10,946	10th Dec.	Marseilles & London
KASHGAR	9,005	24th Dec.	Marseilles & London
MOREA	10,953	7th Jan. 1928	Marseilles & London

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

* Calls at Port Sudan. Does not carry 2nd class passengers.

+ Does not carry passengers.

BRITISH INDIA-APCAR SAILINGS.

* TALAMBA	8,018	5th Sept.	Singapore, Penang & Calcutta
TALMA	10,000	12th Sept.	Singapore, Penang & Calcutta

* Calls at Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	2nd Sept. 4 p.m.	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,500	30th Sept.	Townsville, Brisbane, Sydney, &
ARAFURA	6,000	28th Oct.	Melbourne.

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

NAGPORE	5,283	2nd Sept. a.m.	Shanghai, Moji, Kobe & Yokohama
KHYBER	9,114	2nd Sept.	Shanghai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	6th Sept.	Shanghai, Moji, Kobe & Yokohama
TILAWA	10,008	6th Sept.	Shanghai, Moji, Kobe & Yokohama
MALWA	10,988	12th Sept.	Shanghai, Moji, Kobe & Yokohama
NYANZA	7,023	16th Sept.	Shanghai, Moji, Kobe & Yokohama
KASHMIR	8,986	30th Sept.	Shanghai, Moji, Kobe & Yokohama
ARAFURA	6,000	4th Oct.	Shanghai, Moji, Kobe & Yokohama
VACEDONIA	11,120	15th Oct.	Shanghai, Moji, Kobe & Yokohama
MONGOLIA	10,504	29th Oct.	Shanghai, Moji, Kobe & Yokohama
MANTUA	10,946	12th Nov.	Shanghai, Moji, Kobe & Yokohama
KASHGAR	9,005	26th Nov.	Shanghai, Moji, Kobe & Yokohama
MOREA	10,953	10th Dec.	Shanghai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONGKONG. Agents.

BOSTON, NEW YORK & BALTIMORE.
JOINT SERVICE OF THE
"BLUE FUNNEL" LINE.

(OCEAN S.S. CO. LTD. & CHINA-MUTUAL S.N. CO. LTD.,
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

SAILINGS FROM HONG KONG.

S.S. "SLAUCUS"	Via Suez Canal	24th Sept.
S.S. "CITY OF BOMBAY"	Via Suez Canal	9th Oct.
S.S. "THESEUS"	Via Suez Canal	23rd Oct.
S.S. "CITY OF EASTBOURNE"	Via Suez Canal	6th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., Hong Kong.

Hong Kong & Canton: JARDINE, MATHESON & CO. LTD., Canton.

PASSENGER LIST.

ARRIVALS.

Passengers arrived at Hong Kong by the s.s. "Haruna Maru" from Shanghai on August 26 were:—

Mr. and Mrs. S. Cacoff, Messrs. S. Chanet, E. Cherry, C. C. Crisler, Mrs. K. Ehara, Messrs. P. Foulon, A. Gilson, Mr. and Mrs. L. A. Greenhelgh, Mrs. S. Greenhelgh, Major H. C. Hull, Mr. A. Ludwig, Mrs. H. L. Lelle, Miss S. Leureiro, Dr. and Mrs. S. A. Morris, Messrs. T. Odgoist, G. Pilleau, R. R. Roxburgh, Miss O. C. Redhe, Messrs. J. Soriano, M. Tadea, Mrs. A. Armstrong, Mr. K. Ando, Mr. and Mrs. F. G. Arno, Master M. G. Arno, Miss A. G. Arno, Messrs. R. Fujimuro, M. Fujiwara, S. Higuchi, K. Harada, Y. Hori, T. Hosokawa, E. Hara, R. Hanta, Mr. and Mrs. F. Hancock, Messrs. S. Inoue, S. Ino, Y. Kurokawa, R. Kusui, K. Kikuchi, M. Masuda, Ishikawa, H. Isayama, K. Isotani, S. Kimura, Mrs. K. Kimura, Miss Y. Kimura, Mr. S. Kato, Dr. R. D. Mackenzie, Messrs. S. Mino, B. Matoo, K. Morita, S. Nagamoto, Miss T. Ninomiya, Mrs. M. Nitta, Miss T. Nitta, Messrs. G. Ohmiwa, Y. Ohya, M. Okamoto, K. Ozaki, J. Rodero, Y. Shinohara, Mrs. K. Sawano, Miss A. Soga, Mr. G. Sadhooram, Mr. and Mrs. K. Sakai, Miss M. Silin, Messrs. E. Tamaki, S. Takebayashi, T. Uchida, J. A. Vladimir, T. Yamaji, S. Yamada, and Mrs. M. Yatan.

DEPARTURES.

Passengers departed from Hong Kong by the s.s. "Haruna Maru" for Europe via Ports on August 26 were:—

Mr. and Mrs. Wayne, Messrs. J. Reders, A. B. Vasconcelos, R. Hanter, J. Duguid, Mr. and Mrs. F. G. Arno, Master Arno, Miss Arno, Miss T. Ninomiya, Messrs. S. Yamada, M. Masuda, Mrs. T. M. Hezlerigg, Messrs. Y. Shino-

WOODEN WALLS.

FALMOUTH LIKELY TO LOSE THEM.

Consternation has been aroused at Falmouth by the news that two world-famous ships, the frigate "Foudroyant" and the old wooden relic the "Implicable," will probably be removed from Falmouth to Milford Haven as the result of a dispute between their owner, Mr. G. Wheatley Cobb, and the Harbour Commissioners.

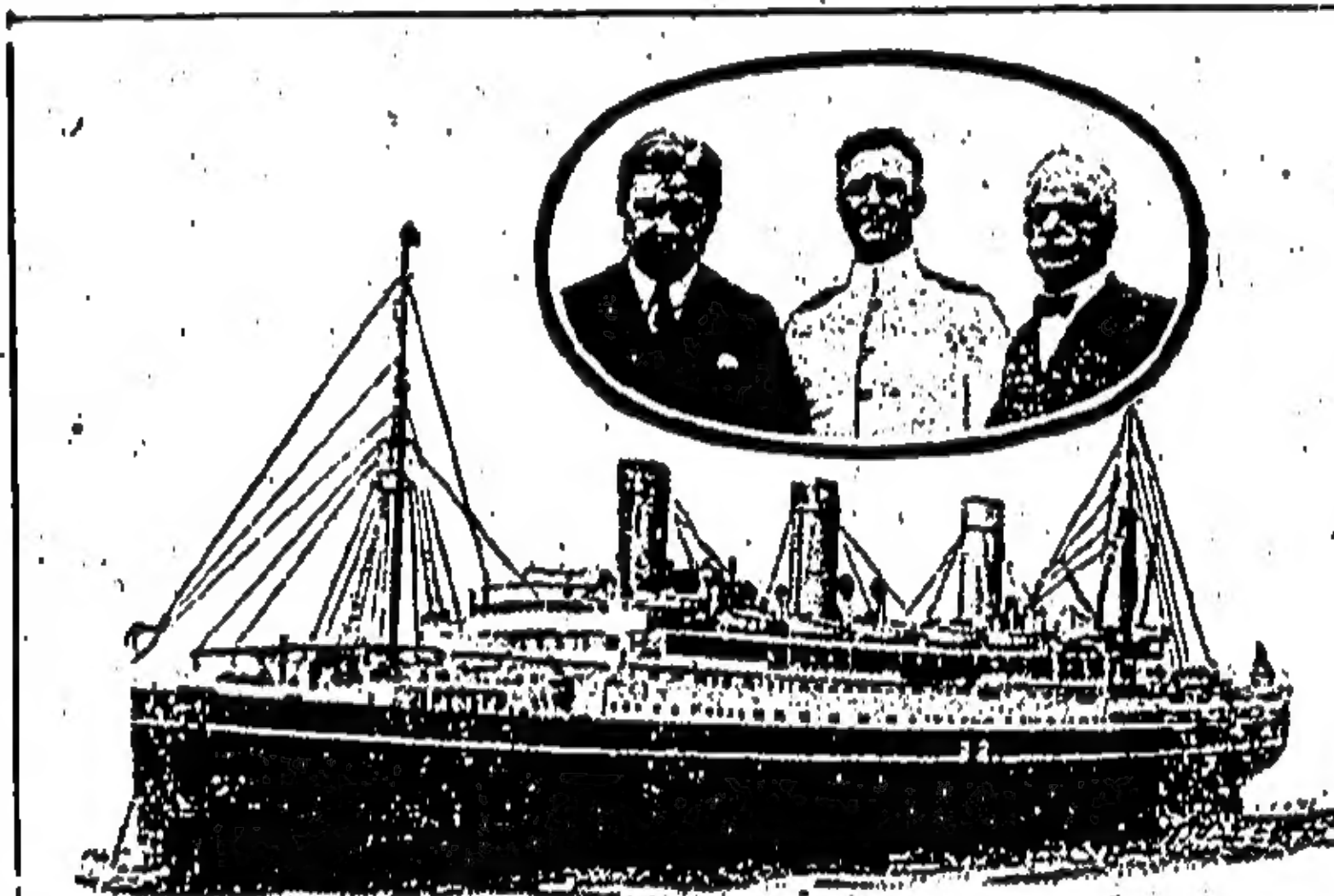
Mr. Cobb was summoned in the Falmouth court for failing to remove the "Foudroyant" from her present berth close to that of the famous old tea clipper "Cutty Sark," but it was stated for the Commissioners that they now wished to withdraw the summons, as the ship had since been shifted.

Mr. Cobb was asked to remove the ships to another berth as far back as January last to make room for the commercial boats needing deep berths.

A solicitor said Mr. Cobb felt he had been treated in a very unreasonable manner by the Harbour Commissioners.

A cordial invitation had been received by the authorities at Milford Haven for Mr. Cobb's ships to be moored there, and this course would probably be taken. During the last 30 years Mr. Cobb had spent over £100,000 on the boats, and in recognition of his public service was presented with the freedom of the Borough of Falmouth. When the Falmouth public read a statement which Mr. Cobb would shortly publish, they would have no difficulty in concluding that they had only the Harbour Commissioners to thank for the loss.

The Mayor consented to the withdrawal of the summons, and expressed the hope that Mr. Cobb would reconsider the matter. They all recognised the splendid work Mr. Cobb had done, and at another function they hoped to show how deeply Falmouth did appreciate his services.



Big Men on a Big Ship

E. W. Beatty, Chairman of Canadian Pacific Steamships, Ltd., Commander R. G. Latta of the Empress of Australia, and W. R. MacInnes, Vice-President, C.P.R., in charge of traffic on board the Empress of Australia on her arrival at Quebec, following her first trip on her changed route across the Atlantic. To her arrival at an unusually distinguished gathering met on board at a banquet at which were present: His Excellency the Governor-General of Canada, the Prime Minister of the Dominion, the Lieutenant-Governor of Quebec and Ontario, members of the federal and provincial parliaments and many others prominent in Canadian business, industrial, financial and professional circles.

Mr. Beatty took the opportunity to draw the attention of the gathering to the exceptional nature of the occasion which "means more than a simple addition to a large fleet of ocean steamers of one vessel of particular fitness for the service in which she will be engaged."

It was also evidence of the gradual up-building of ocean transportation services under the aegis of a Canadian company and another step in the development of the St. Lawrence route. In 25 years the Canadian Pacific had built up a fleet of 510,000 tons in which third-class accommodation was better today than the first-class had been in the days of its inception. Four passenger and five freight vessels were building at the present time, said Mr. Beatty, which would add 120,000 tons to the fleet's total. "The policies which dictated these plans are based upon the conviction that the St. Lawrence route has many advantages which may well be exploited in the interests of the Dominion."

The Empress of Australia will be the ship that will carry the Prince of Wales and Rt. Hon. Stanley Baldwin, Prime Minister of Great Britain, across the Atlantic and down the St. Lawrence when they visit Canada in connection with the Confederation celebrations at the end of July.

hara, T. Yamaji, F. B. Silva, Mrs. R. Hachigaya, Mrs. Armstrong, Messrs. T. Hasekawa, R. Fujimura, S. Takebayashi, H. H. Scott, Dr. K. Harada, S. Mino, G. Omiya, K. Kikuchi, Mr. and Mrs. Sakai, Messrs. E. Tamaki, M. Dei, Dr. R. D. Mackenzie, Mrs. Nery, Messrs. S. Fujiwara, K. Morita, Y. Ishikawa, Mrs. S. Fong, Sister A. Revera, Messrs. K. Ozaki, T. Uchida, Sister J. de Luz, Mr. and Mrs. Kimura, Messrs. G. D. Sadheeram, H. Isayama, Y. Hori, M. Magamoto, S. Inoue, L. A. Vladimir, J. L. M. Thesing, Kwan Wing, H. Katch, K. Ando, Mrs. M. Nitzuta, Miss Y. Nitzuta, Sister H. Rosario, Miss E. Fyfe, Mr. and Mrs. F. Hancock, Miss S. S. Kariyama, Mrs. A. Sakai, Messrs. R. Kusukawa, S. Sakamoto, S. Ino, Y. Oya, J. Pires, Miss L. Pires, Messrs. Y. Kurokawa, M. Hara, B. Mutes, Miss M. S. Alson, and Mrs. A. Coolho.

The vernacular press of Shanghai, states that the China Merchants Steam Navigation Co. has decided to have one more steamer running between Hong Kong and Shanghai. It is learned that either the "Sun Hong" or the "Tai Shun" will be chosen for the purpose.

THEIR SECOND SUMMER THE HARDEST.

Teething and hot weather make their second summer a trying time for little ones. Summer disorder of stomach and bowels and infantile cholera may be quickly controlled and suffering relieved by Chamberlain's Colic and Diarrhoea Remedy. Easy to take in a little sweetened water. Always relieves. For sale everywhere.



CONSIGNEES.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

S.S. "FIUME L"

From Trieste, Venice, Brindisi, Port Said, Massaua, Aden, Karachi, Colombo, Penang and Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 19th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All claims against the vessel must be presented to the Under-signed on or before the 4th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents, Hong Kong, August 19th, 1927.

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE M/S "JAVA"

Having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 30th of August, 1927, 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashe on the 29th of August, 1927, at 10 a.m.

All claims against the vessel must be presented to the Under-signed before the 2nd of September, 1927, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD., Agents, Hong Kong 23rd August, 1927.

CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s. "City of Bath" and "City of Norwich" are reminded to take delivery of their goods which will be subject to rent after August 29. Consignees of Cargo ex M.S. "Java" are reminded that all goods remaining undelivered after August 30, will be subject to rent.

CONSIGNEES.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

THE Steamship

"DOCTEUR PIERRE BENOIT"

BRINGING CARGO FROM ANTWERP, Dunkirk, London, Marseilles, &c.

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the HONG KONG KOWLOON WHARF & GODOWN CO. LTD., KOWLOON, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before MONDAY, the 5th September, 1927, or they will not be recognized.

DAMAGED PACKAGES will be examined by the Company's Surveyors:—Goddard & Douglas in the presence of the Consignees at 10 a.m. on FRIDAY, the 2nd September, 1927.

No Fire Insurance will be effected by us in any case whatever.

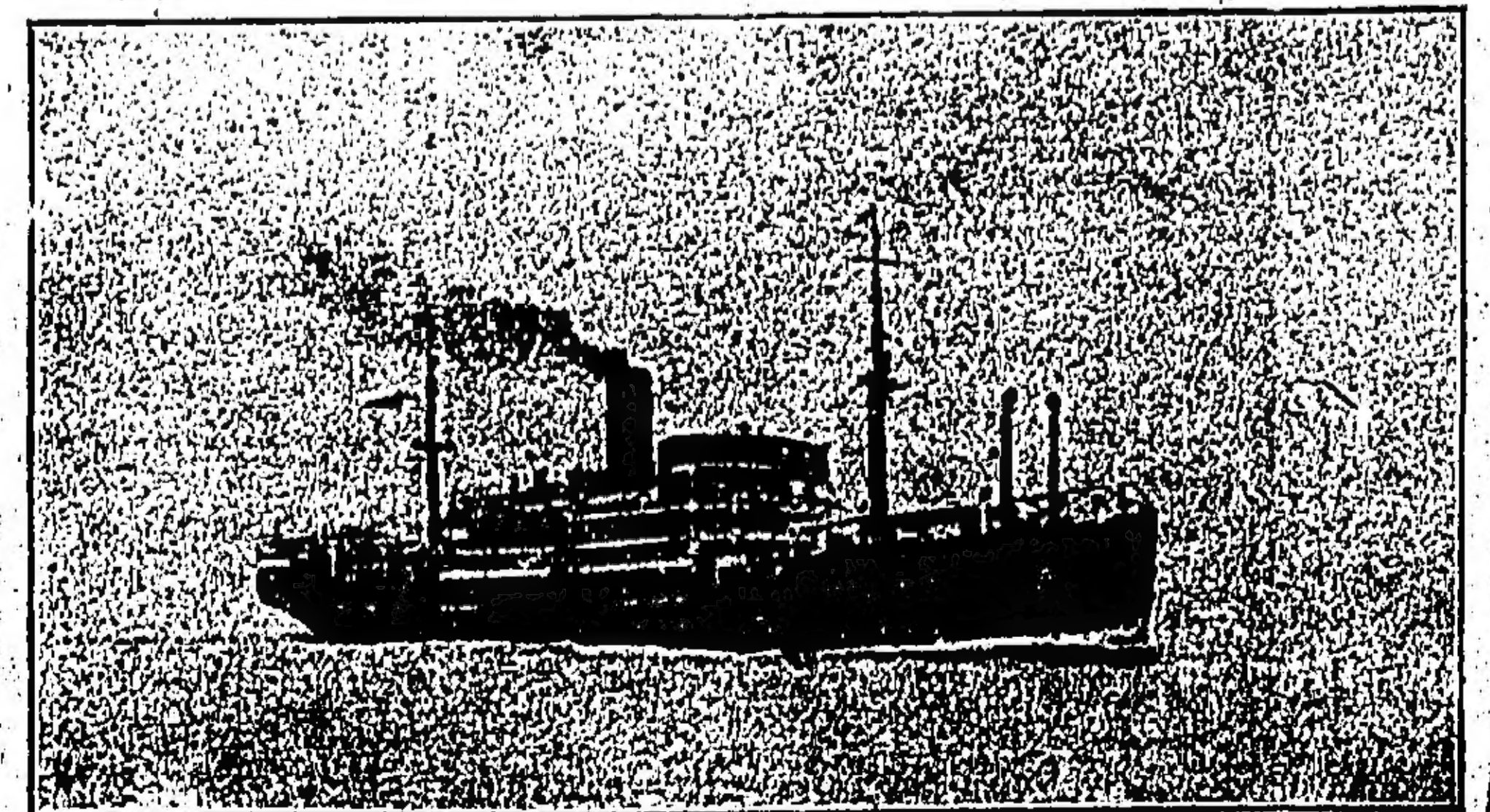
J. LIMAGE, Agent, Hong Kong, 26th August, 1927.

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TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON AND BRASS FOUNDERS, FORGE MASTERS, ELECTRICIANS.



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Speed 14.77 L.H.P. 4090 D.W. 4215 tons.

Built and engined by the Hong Kong & Whampoa Dock Co., Ltd.

Please address enquiries to the Chief Manager:

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Interesting Traveling Companions

What interesting friendships you make aboard the President Liners! The high class of patronage that travel on these giant ships has established an enviable reputation for the President Liners.

The magnificent President Liners are broad of beam and exceptionally steady. All are oil burners, swift express liners.

The public rooms are luxuriously appointed and inviting.

All state-rooms are outside, splendidly furnished and equipped with beds—no berths. Each room has hot and cold running water, also fans, wardrobe, thermos bottles and reading lamps. Private bath and showers in connection with many rooms perfect the travel comfort of these giant passenger liners.

The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining.

The decks are spacious. The Glass-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances—everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Liners.

The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Line have made these giant passenger liners outstandingly popular among travelers.

WEEKLY TRANS-PACIFIC SERVICE

To SAN FRANCISCO and LOS ANGELES

The Sunshine Belt via Honolulu. Fortnightly sailings on Tuesdays.

Pres. McKinley, Aug. 29th midnight.

Pres. Lincoln, Sept. 13th.

Pres. Cleveland, Sept. 27th.

Pres. Pierce, Oct. 11th.

To SEATTLE and VICTORIA

The Short, Straight Route to America. Fortnightly sailings on Wednesdays.

Pres. Jefferson, Sept. 7th.

Pres. Grant, Sept. 21st.

Pres. Madison, Oct. 5th.

Pres. Jackson, Oct. 19th.

Special Through Rates to Europe, via United States, £120, £112. Direct connections with all Atlantic lines. Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.

To EUROPE and NEW YORK

ROUND THE WORLD

Fortnightly sailings on Tuesdays via Manila, Suez, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, Boston and New York.

Pres. Garfield, Aug. 30th 8 a.m.

Pres. Harrison, Sept. 13th 6 a.m.

Pres. Monroe, Sept. 27th 8 a.m.

Pres. Wilson, Oct. 11th 6 a.m.

Pres. V. Buren, Oct. 25th 8 a.m.

Pres. Hayes, Nov. 8th 6 a.m.

To MANILA

Pres. Garfield, Aug. 30th 8 a.m.

Pres. Jefferson, Aug. 30th 6 p.m.

Pres. Lincoln, Sept. 5th 6 p.m.

Pres. Harrison, Sept. 13th 6 a.m.

Pres. Grant, Sept. 13th 6 p.m.

Pres. Cleveland, Sept. 19th 6 p.m.

For Bookings, Passenger and Freight Information Apply to

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Dollar Steamship Line
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American Mail Line

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Hongkong, April 1, 1924.



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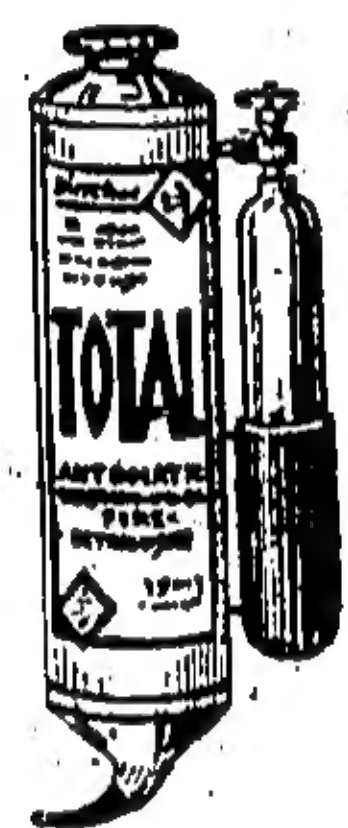
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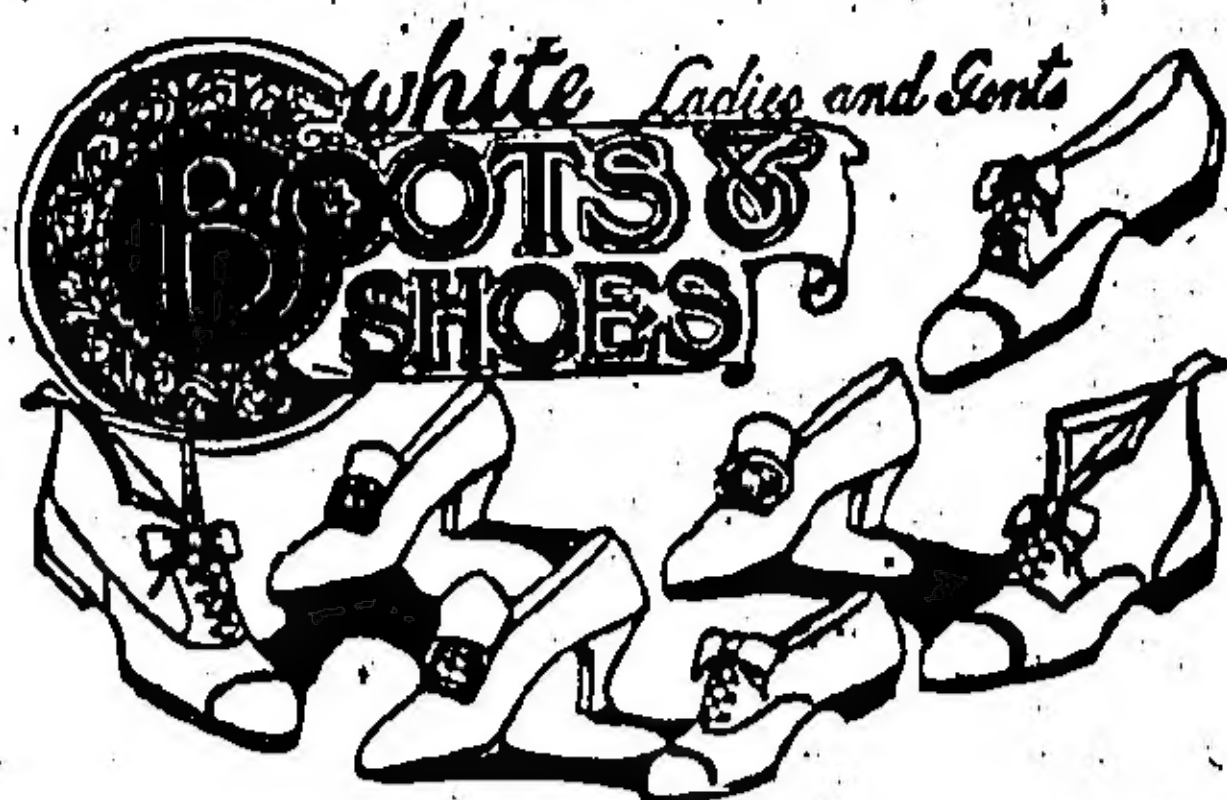
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BLUE TICKET BARGAINS.



275 pairs

LADIES' WHITE CANVAS SHOES

Lace, Court and Strap Style.

Also with tan leather facings.

Usual Prices \$6.75 to \$11.50.

BLUE

**TICKET
BARGAIN**

\$1.75 pair.

25 pairs

MEN'S WHITE CANVAS CRICKET BOOTS

Usual Price \$13.50 pair.

BLUE

**TICKET
BARGAIN**

\$5.00 pair.

HUNDREDS of other BARGAINS.

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Overland China Mail.

(The weekly edition of the "China Mail."
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including postage \$15, payable
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Strand, W.C.2.

DEATH.

ROZARIO.—On Friday, August
26, 1927, at 7 p.m. at her
residence, 4 St. Joseph's Ter-
race, Petronilla Maria Rozario.
Funeral will pass the "Monu-
ment to-day at 5.30 p.m.

Hong Kong Saturday, August 27, 1927.

A SATURDAY CAUSERIE.

If vindication were needed of the policy of the British Air Ministry in enforcing strict standards of stability and reliability of control before either Service or civil aeroplanes are even allowed in the air, let alone permitted to embark on hazardous trans-oceanic voyages, it is provided in the tragic record of disaster to recent would-be trans-Pacific fliers. It would be too sweeping an assertion to make; that the lure of monetary considerations in the form of prizes led the competitors in these flights to ignore precautions which might have been taken had not the "backers" of the flights specified a time-limit for their successful completion, but that the element of competition engendered by such offers on the part of newspapers or wealthy business men is regarded as adding unnecessarily to the risk of already hazardous undertakings is apparent in the foreshadowed action on the part of the United States Government for "protecting aviators" from the perils of aerial tournaments by introducing legislation forbidding long-distance "stunt" flights except under strict supervision.

Those who "back" long-distance flights cannot, of course, be held responsible for the loss of life of those who voluntarily undertake risks which they know to be

grave, but aeronautical experts are unanimous in their opinion that recent flights have proved the necessity for considerable alteration in structure and design before long-distance flights over sea may be undertaken with any degree of safety. Until the results of these observations have been embodied in practical form it is worse than useless to encourage flights on the same lines as those from San Francisco which have failed in all else but proving the courage of those who undertook them. In a remote outpost of the Empire such as Hong Kong, every advance in aeronautics which hastens the time when quick aerial transport to all parts of the world will be possible is of momentous importance, but although standing to gain more than anyone by such development it can safely be said that it is the earnest wish of all such communities that the strictest supervision should be exercised and the utmost precautions taken to ensure that planes leaving on such flights embody all that is necessary if success is to be brought within reasonable measure of fulfilment.

It would appear from a cable from Simla yesterday that the question of Indianisation of the Army is likely to play a large part in Indian politics in the near future. The Committee which was appointed some time ago to consider this matter evolved what has come to be known as the Skeen report which recommended an arithmetically progressive increase of King's Commissioned Indian officers in the Indian Army. It would appear that certain Indian members are pressing for the full programme of Indianisation to be put in hand whereas, as was pointed out by Sir G. Birdwood, the Committee in recommending Indianisation emphasised that all recommendations were subject to the maintenance of efficiency and it is vitally important in this respect that a requisite proportion of British officers should be retained. Whilst fully appreciating and sympathising with the demand by educated India for the right to enter the Indian Army it is obvious that as the only National Indian Army in history has been that led and welded by British officers, the introduction of Indian officers with King's Commissions must be cautiously undertaken.

There is a conviction among foreigners in India that the development of Indianisation is regarded in the Skeen report as

more in the nature of a political expedient than as a means of assisting the right type of Indian gentleman to serve as a King's Commissioned officer and whilst English military officers will welcome in their midst and in the fullness of time serve under Indian officers of the right type, tested and tried as they themselves have been, it appears that quite another attitude will prevail if in the Army political considerations influence in the slightest degree, the acceptance of Indian candidates for Sandhurst and their eventual appointment and promotion. Linked up with the insistence by the Skeen Committee on the necessity for maintaining satisfactory standards of efficiency, was a declaration that the whole system of Indian education required modification to produce the type of candidate required for the Army. This is plainly inconsistent with the demand on the part of Indian members of the Assembly, as cabled yesterday, for the scheme to be put fully into operation immediately. It is obviously a question of time, and whilst the Indian officer who, by reason of his experience, training and character, can win the confidence of his troops and his brother officers is assured of the comradeship and full co-operation of Englishmen, no good purpose can be served by demanding the full quota before there are sufficient satisfactory candidates. It is to be hoped that the resolution of the Indian members of the Assembly will be withdrawn in accordance with the expressed wish of the Commander-in-Chief.

CORRESPONDENCE.

THE S.P.C.A.

(To the Editor of the "China Mail.")
Sir,—I quite agree with "Spadger" that there are doubtless a great many in Hong Kong who would be willing to help the S.P.C.A. as subscribers or as voluntary workers in one way or another.

I am not sure, though, whether or not the local Society is desirous of enlisting the support of a wide circle of small subscribers, although such measure of support would, I think, indicate strength and thereby would add to its status. Perhaps this point will be made plain in due course. Has the Society a record of its present active members — whether large or small contributors? Wishing the Society the greatest success in the forthcoming appeal for support.

Yours, etc.,

"MEMBER."

Hong Kong August 26 1927.

WORKERS SCARED.

PLAN SABOTAGE AGAINST EMPLOYERS.

More than 30,000 workers employed by 60 factories and intermediate districts between the two cities are reported to be contemplating sabotage against their employers. The labourers declare that the coming fight is an answer to an alleged capitalistic secret agreement to dismiss employees.

The workers say that the recent dismissals effected at the Asano Cement Company the Rising Sun Oil Company, both at Tsurumi, and the Tokyo Steel Manufacturing Company at Ushioda, involving a total of 230 workers, were carried out in accordance with a secret agreement concluded among the proprietors of the factories.

Their suspicion has grown of late because of the fact that more troubles have arisen at many other factories. The factory owners in Tokyo and Yokohama and those districts between the two cities, are members of the Rokugokai, a factory owners' union, and are believed by the labourers to have met and concluded a secret agreement to effect dismissals.

Other influential companies which are suspected by the workers to be contemplating dismissals are reported to include the branch factory of the Shibaura Engineering Works at Tsurumi with 1,000 workers, Truscon Steel Company at Kawasaki with 250 workers, Keihin Electric Railway Company at Kawasaki with 1,000 workers, branch factory of the Morinaga Confectionery Company at Ushioda with 500 workers and Fuji Gas Spinning Company at Kawasaki with 5,000 workers.

Representatives of the workers at all factories in the Keihin districts met at the headquarters of the Kwanto Electric Company at Shiba and discussed measures to be taken for the present situation.

As the first step, a mass meeting of the workers will be called. This demonstration will be the signal for a long-term sabotage which is expected to last for a few months.

The purpose of the demonstration is to oppose further dismissals, secure minimum retirement allowances of three months' wages and a minimum wage of Yen 2.50.

A director of a leading company in Tokyo says that the Rokugokai, composed of the 60 factory owners, was founded 10 years ago for the purpose of fostering friendship among them. The union also discusses once in a while the workers' wages and other labour terms, he says, but there is no secret agreement for organised dismissals of workers.

MR. QUIST'S THANKS.

The following telegram from Mr. Quist at Shanghai has been received by the Netherlands Consulate-General, Hong Kong: "Heartfelt thanks best wishes all — Quist."

GOOD FOR THE WHOLE FAMILY.

Mother always give Chamberlain's Cough Remedy for croupy coughs, colds, difficult breathing, bronchitis and influenza coughs. It is good for the little ones and grown ups too and every one knows it contains no narcotics. Sold everywhere.

A MOURNFUL DITTY.

In downcast state I contemplate
My middle-aging figure;
The adipose comes, but not goes;
My waistcoat's growing bigger.
Bold to arrest my slipping chest
I've followed many a plan;
But spite of pains the fact remains,
I am a pear-shaped man.

I tackle sports of sundry sorts,
Do Sandow also Muller;
I dash o'er hills and swallow pills,
But only grow the fuller;
I row and jump, massage and thump,
Do everything I can;
But spite of pains the fact remains,
I am a pear-shaped man.

Potatoes, fat, and all things that
Avoiderpois engender,
E'en beer and stout, I do without,
In hopes of growing slender.
Reducing fads and various "ads"
I take up with élan;
But spite of pains the fact remains,
I am a pear-shaped man.

The rickshaw man, who scantly ran,
Demands a double fee;
The men with chairs give stony stares
And shake their heads at me.
In vain I fret, cajole, and threaten—
They merely say: "No can!"
Alas! the Law's no help, because
I am a pear-shaped man.

When at the dance I see them prance
Upon the light fantastic,
I'd like to shine, but must confine
Myself to matters gastric.
The "wall flowers" glance at me askance,
My portly form they scan;
No welcome smile awaits me while
I am a pear-shaped man.

I yearn for love of dimpled dove;
I'm really most susceptible.
But when I swim the darlings swim—
Declare: "He's not respectable."
I lavish money and call them "Honey,"
Affect the Don Juan;
Which wins applause, not squaws, because
I am a pear-shaped man.

—W. K.

P'RAPS—P'RAPS NOT!

Wales is predominant in the
Rugby section of the H.K.F.C.

A member of a congregation, becoming angry at a sermon the minister was preaching, wrote the single word "Fool" on a sheet of paper, called a sidesman to him, and had it delivered to the minister in the middle of his sermon.

The minister opened the paper and read what was written. Then he said: An unusual thing has happened. A member of the Congregation has signed his name without writing the letter."

A young man was boasting that his family traced its ancestry much farther back than the Conqueror.

"I suppose," sneered one of his friends, "you'll be telling us that your forefathers were in the Ark with Noah?"

"Certainly not," said the young man, with a lift of his eyebrows. "My people had a boat of their own."

Tripper (to landlord who has served him with a pint of ale): "Ere, I ordered 'arf-a-pint. Wot's the idea?"

Landlord: "To save time. I knows a pint face when I sees one."

Henpecked Husband: "Where is your mistress going for the winter?"

Maid: "To Palm Beach, sir." Henpecked Husband: "Do you know whether she's taking me with her?"

Caddie: "Which club will you have, sir?" The Semitic Gentleman: "The threventeen and thixthpenny one."

Irate Father: "What do you mean by coming home at 5 a.m.?" Indignant Daughter: "Good heavens! I have to patronise the old roost some time, don't I?"

"What is a millenium?" "It's the same thing as a centennial, only with more legs."

A policeman at Danville, Illinois, U. S. A. is called Peter Ducorapangiotokirakopol-offignopol. But not by many.

The Guide: "Wonderful falls, sir. Every visitor throws a penny in these falls for luck."

Angus: "I'll try it. Have you got a piece of string?" "Hullo, somebody has been at these apples. There are three cores here." "Not me, Daddy, I ate all my cores."

"First Charlady: "That new neighbour of yours is a bit of a spiritualist, ain't she?" Second ditto: "Well, I never seen no bottles goin' in there."

The country labourer and his son were spending a few days in London. One evening the son became involved in an argument during dinner with a man at the table opposite. The son, in a moment of frenzy, picked up a table knife, but his father managed to hold him back.

"Ain't you got no table manners?" asked the old man. "But, father," protested the other, "you heard what he called me!" "Yes," was the reply. "But that's no excuse for forgittin yer table manners. Put down that knife and go after him with yer fork."

The Little Girl: "Johnny, what are apostrophes?" Johnny: "Don't you know the four apostrophes — Matthew, Mark, Luke and John?"

The types of doctors who attended the B.M.A. conferences in Edinburgh, are too numerous to mention severally. Two distinctive brands of them, however, predominated (according to an argus-eyed correspondent).

One was the older, suave, homely family doctor, who looks with sympathetic concern at the bilious schoolboy and murmurs, "Mm — Yes. Just so. A slight stomach turn. Keep him in bed for a day or two and he'll be quite alright."

The other specimen was the member of the modern school, who surveys the same bilious young man with a small smile and says, "You've been eating too much, you greedy little devil. Give him a bucket of castor oil."

"Get up, sir, get up," shouted the hotel proprietor, hammering at the bedroom door. "The hotel's on fire!" "Well, well, mon," came a voice from within. "Let us come to an explicit understanding. If I get up do I pay for my bed?"

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REV. BRO. JOSEPH.

LARGE ATTENDANCE AT FUNERAL.

YESTERDAY'S CEREMONY.

The funeral of the Rev. Brother Gadlonien—known throughout the Colony as Brother Joseph, of St. Joseph's College, took place yesterday.

The cortege was met at the entrance to the Roman Catholic Cemetery by the Right Rev. Bishop Valtorta, with clergy and acolytes of the Roman Catholic Cathedral, and a procession was formed to the mortuary chapel where the Requiem service was intoned by the Rev. Father Grannelli, His Lordship pontificating.

The Right Rev. Bishop Valtorta officiated at the graveside, assisted by the Rev. Fathers Augustine, Grannelli, Novati and Rossi.

Brother Almar, director of the College, was the chief mourner. There was a large company present including Brother Aubert, Sub-Director, the entire staff of the college, a large number of scholars, and members of the committee of the Old Boys' Association. Also Mr. E. Ralphs, Inspector of English Schools, Mr. J. M. Noronha, Dr. Basto, and Messrs. A. and P. Leong Hing-kee.

Others present included Fathers Downs, Riganti, Le Corre, and Le Bond. There were also in attendance sisters from the various convents.

Lay teachers acted as pall bearers.

Wreaths were sent by the following:—Messrs. Little Adams and Wood, Mr. E. Ralphs, Robert and Leo Chou, C. Van-Leo, Simon Tey, Andrew Tse, First Hong Kong (St. Joseph's College) troop of Boy Scouts, Antony, J. A. de Almeida, Masters Woo Pak-san, Woo Pak-chuen, Woo Pak-fo, and Woo Pak-kwai, Dr. Eugene L. de Souza, Omar Brothers, Xavier Bros., past pupils in the Chartered Bank of India, Australia, and China, Mr. F. B. da Silva, Mr. and Mrs. C. H. Buelo, the servants at St. Joseph's College, Mr. L. E. Haynes, Mr. C. Houghton, Mr. R. Pereira, Mr. W. H. Cheung, past pupils in Messrs. Jardine Matheson and Co., Ltd., insurance department, St. Joseph's College Football Club, Messrs. J. and R. Alaraka, Mr. G. A. Hyder, Mr. and Mrs. O'Sullivan and family, and Mr. and Mrs. M. A. Figueiredo and son.

MR. B. PARKER'S FUNERAL.

There was a large attendance at the funeral yesterday afternoon at the Protestant Cemetery of Mr. Broughton Parker, 2nd Engineer of the s.s. "Leungshan".

Among those present were representatives of the China Navigation Company, (Messrs. Butterfield and Swire), the Hong Kong Canton and Macao Steamboat Company, and the Indo-China Steam Navigation Company. Officers from the various boats operated by the Steamboat Company were not able to be present, owing to the vessels being away.

Those present included:—Mr. F. Thomson (representing the Hong Kong, Canton and Macao Steamboat Company, Ltd.), Capt. R. Innes (Marine Superintendent of Messrs. Butterfield and Swire), Mr. M. Murray (Supt. Engineer of B. and S.), Mr. J. R. Kinchorn (Assistant Supt. Engineer), Mr. Lo Kai-hong (compradore of the Steamboat Company), Mr. Lawrence (Chief Engineer of the Taisan), Messrs. T. Hynes, and A. M. Simpson (Kowloon Dock), W. J. Stokes (Marine Engineers' Guild), and Messrs. A. Macfarlane, E. Handon, F. Samways, E. L. Stainfield, Watson, R. Campbell, W. Excell and R. Whiteford.

The officiating minister was the Rev. W. R. Cannell.

Wreaths.

Wreaths were sent by the following:—his loving wife and children Flo, Eddy and Bill, Mr. and Mrs. T. Hynes and family, Mr. and Mrs. E. Hunlon, Mr. and Mrs. N. Watson, Mr. and Mrs. W. Glendinning, Mr. and Mrs. A. Robertson, Mr. and Mrs. R. A. Campbell, Mr. and Mrs. S. Baker, Mr. and Mrs. D. Harvey and David, Mr. and Mrs. J. M. Ramsey and family, Mr. and Mrs. W. Forsyth, Mr. and Mrs. E. L. Stainfield, Mr. and Mrs. A. Macfarlane.

Captain and Officers of the s.s. "Lungshan", officers of the "Taisan", Captain and Officers of the s.s. "Sui Tai", Officers of the "Kinshan", Officers of the "Sui An", Capt. F. Smith of the s.s. "Sui Tai", Captain Thomson, of the s.s. "Taisan", A. Place (Purser, "Taisan").

The Hong Kong, Canton and Macao Steamboat Co., Ltd., the Office Staff of the Hong Kong, Canton and Macao Steamboat Company, Ltd., Messrs. Butterfield and Swire (Engineering Department).

The Marine Engineers' Guild of China, The Institution of Shipbuilders and Engineers of Hong Kong.

The Superintendents of the Hong Kong, Canton and Macao Steamboat Company, Ltd., Messrs. G. E. Eliams, F. G. Samways, T. M. Perpetuo, R. McKellar, W. C. Excell, J. A. Douglas.

Beatrice A. Bliss, Mrs. L. Woolley and family, Miss P. Jones, Messrs. A. J. Diggle and Walter B. Chillum (Taisan), Cecil, Percy and George Wittchell, Mavis and Kathleen Glendinning, C. P. O. Clarke and Revenue Officer Ward.

A FAMILY NECESSITY. Every family should be provided with Chamberlain's Pain Balm at all times. Sprains may be cured in much less time when promptly treated. Lame back, lame shoulders, pains in the side and chest and rheumatic pains are some of the diseases for which it is especially valuable. It can be purchased everywhere.

KING FUAD'S PITY.

WOMAN'S FREE TRIP TO SEE PARENTS' GRAVES.

Durham, July 17. A Durham miner's wife, Mrs. Margaret Clements, will shortly visit Egypt, her birthplace, and the country where her parents are buried, at the expense of King Fuad, who is now in Britain.

"Sixty years ago," she told a reporter, "my father, who was an engine-driver on the North Eastern Railway at Gateshead, was attracted by an advertisement that engine-drivers were required in Egypt."

"He and six or seven others applied for jobs and were engaged. My mother joined him three months later, and he served on the Egyptian railways for nearly forty-five years. He frequently drove the royal train."

"My mother died in 1901, and my father, who retired a year or two later, died in 1905. "I have long wanted to see the graves of my parents, and to visit the land where I was born fifty-two years ago, but ways and means could not be found."

Generosity. "A few days ago I was reading of the generosity of King Fuad, and suddenly it occurred to me that I might approach him on the subject. I wrote without disclosing the fact to a single member of the household, and I received the following reply:—

"I am commanded by His Majesty the King of Egypt to acknowledge your letter, and to inform you that His Majesty has been graciously pleased to grant your request to go to Egypt and visit the graves of your parents. His Majesty will see that the expense of the journey will be defrayed by him. I shall be much obliged if you will give me some information about your father, the late Mr. William Appleby, the locality of the grave, etc., also when you would like to start on your journey."

"This letter was from the First Chamberlain to the King of Egypt. I was so delighted with the contents that I rushed upstairs, woke my husband, and asked him to allow me to make the journey. He was amazed to learn of the correspondence I had had with King Fuad and he readily consented to my accepting the offer."

"I would like to make the journey at the end of August or early in September."

Mr. and Mrs. Clements have lived in a miner's cottage in Pump-row, Usworth Colliery, a village near Gateshead, for the past four years.

HOHENZOLLERN "LIFE."

EX-KAISER'S WIFE ATTACKS COURTIER.

Berlin, July 20. Amusement has been caused by the discovery that Princess Hermine, the second wife of the ex-Kaiser, is about to publish in an American journal a series of articles entitled "My Life."

"My husband, Prince Schoniach-Caroline, and I," says Princess Hermine, "often witnessed with indignation the disloyal fashion in which the men at the Court dared to criticise the Kaiser and the Kaiserin, and to carp at the various honours that were conferred by them. They made fun of the Emperor behind his back, while to his face they were absolute toadies."

Princess Hermine concludes her first article, an extract of which is published this evening in the Berlin Democratic newspapers, by blaming the German aristocracy for having undermined the influence of the throne before the war, and thus paving the way for the revolution.

FEE OF £5,000.

CITY CONSULTS FINANCIAL EXPERT.

A fee of £5,000 is being paid by the Corporation of Durban, Natal, for the services of Mr. Arthur Collins, expert adviser on municipal and other administrative finance, in an investigation and public inquiry to be held into the administration of the finances of the corporation.

He left Southampton for South Africa during mail week and after the inquiry will report to Durban Corporation on its financial organisation before returning to England in October.

Mr. Collins, who was formerly city treasurer of Birmingham, for many years has been engaged in advising most of the large municipal corporations of this country on financial administration.

"The general complaint in Durban is that the city rates are too high," said Mr. Collins to a Press representative. "They want to know how it is possible to reduce them without sacrificing essential services and without any loss of efficiency."

ON THE YANGTZE.

EYEWITNESS DESCRIBES CONDITION.

In the course of a conversation with a representative of the Toho News Agency, an officer of the N.K.K. s.s. "Tating Maru," which arrived in Shanghai from the upper reaches of the Yangtze, referring to the war situation near Nanking just after the fall of Pukow, stated:

"It was at 11 o'clock on the morning of the 17th that Pukow fell in the hands of General Sun Chuan-fang's troops. When our steamer was approaching Nanking at about 1 o'clock the same afternoon, the Northern troops were furiously firing on Hsiaoakuan from Pukow side with rifles and machine-guns, while the Southerners were replying to the fire intermittently. "Our steamer was compelled to stop for about three hours owing to the firing. Then she, keeping close to the Nanking side, passed there under the escort of the Japanese destroyer "Hinoki." She was furiously fired at from Pukow side, but no damage was done to the ship."

Other Craft Suffer.

"All the Japanese residents at Nanking, including Mr. Tajima, Acting Consul, had already taken refuge on board the "Hinoki," and the N.K.K. hulk at Nanking was being removed to a safe point, towed by a Japanese warship. "The N.K.K. s.s. "Tatu Maru" which was proceeding up stream was seen being fired on by the Northerners as she was navigating close by Pukow side. Two Chinese steamers, carrying Southern soldiers, which came down to Nanking from Wuhu, were also fired at furiously, because they attempted to drop anchors at Pukow, not knowing of the fall of Pukow. It appeared that the two Chinese steamers sustained fairly serious damages."

"After passing Chinkiang, we met a few steamers of the China Merchants Steamship Navigation Company between 7.45 and 9 p.m., which were fully loaded with Southern troops. Chinkiang was full of Southern men who retreated there from Yangchow and other points in the upper course of the River."

Chinkiang Situation.

Mr. Hiyoishi, District Inspector of the Salt Inspection Office at Chinkiang, who came here on August 19 from that city for safety aboard the N.K.K. steamer "Tating Maru," in an interview remarked:

"It was on August 13 when Southern troops began to arrive at Chinkiang. Since then Southern soldiers have been pouring into the city from Yangchow and other places in the upper reaches of the River in junks. At present Chinkiang is swarming with soldiers who number several ten thousands. The British Consulate, the residence of the American Commissioner of Customs, and a Japanese Hotel, all of which are located in the former British Concession, are occupied by Chinese soldiers."

"I was one of the foreigners who remained in the old British Concession to the last, but feeling unpleasant owing to the fact that a number of Chinese soldiers forced entrance even to the kitchen of my house, I have come to this city for safety. There are about a dozen Japanese remaining behind, but all of them are now on board the Japanese destroyer "Kashi." The foreign residents, 12 in number, are now staying in the office of the Standard Oil Company."

"The Chinese merchants there are doing business with much difficulty, and the citizens are panic-stricken fearing occurrence of rioting by Southern soldiers. One of the two steamers of the C.M.S.N. Company, which left for Nanking on the night of August 17, fully loaded with troops, turned back to Chinkiang."

According to a report from Mr. Kato, of the Salt Office at Yangchow, not a single Southern soldier is stationed in Yangchow, but General Sun's soldiers have not yet entered the city."

CINEMA NOTES.

NEW "FELIX" AT THE QUEEN'S.

Besides an exciting drama of railway pioneering called "Whispering Smith," the programme at the Queen's Theatre to-morrow will offer an additional attraction in the latest Felix comedy, "Felix Kept on Walking," a picture which will delight all who enjoy the quaint antics of this famous "cat."

To-day sees the final run of three interesting pictures, namely "Sandy," at the Queen's Theatre, with Madge Bellamy as a young girl who defies convention in her search for thrills; "Captain Blood" at the World Theatre with J. Warren Kerrigan as the hero of Rafael Sabatini's famous romance of the Spanish Main; and "Dance Madness" at the Star Theatre with Conrad Nagel and Claire Windsor as the central figures in a very witty story.

MME. CHIANG.

GOES TO AMERICA FOR PROTRACTED VISIT.

Posing for photographs with the artlessness of a child, Mme. Chiang Kai-shek, wife of the generalissimo of the Nationalist Army, sailed from Shanghai on August 19 for America aboard the s.s. "President Jackson" under an assumed name.

Mme. Chiang had been previously reported as being aboard the s.s. "President Madison," which left Shanghai several weeks ago. This report, when checked, was proved untrue. The prevalence of the rumour that she was attempting to leave, however, brought about a general supervision of passenger lists, resulting in her discovery by photographers.

Mme. Chiang, interviewed, said that she planned a very extensive tour of America for the purpose of studying the American people and their customs. Her ultimate destination, she declared, was New York City. She refused to comment in any way upon the plans of her husband, probably because she was not desirous of lifting her incognito.

Mme. Chiang was not questioned as to the report that she was personally accompanying some \$2,000,000 to be deposited to the credit of the generalissimo.

MARTIAL LAW.

DECLARED IN CHAPEI AND NANTAO.

For the first time in many weeks of Nationalist occupation, the native cities—Chapei and Nantao—were again under special martial law last night (says the "China Press" of August 20.)

Curfew hour was seven o'clock, after which time no person not carrying the password was allowed on the streets—and after ten o'clock no one not in uniform dared to be seen. Outside of the so-called military area, the curfew hour was 9 p.m.

The new declaration had the effect of barring many Chinese workers in the settlement who were not apprised of the move from their homes—as the tramcars upon which they were accustomed to ride were denied entrance at 7 p.m.

Last night the streets of both quarters were being patrolled by squads of soldiers, detectives, members of the regular and special police and of the various intelligence departments.

The multiplicity of reports regarding Nationalist reverses at the front, plus the resignation of Generalissimo Chiang Kai-shek, are said to have brought about the order.

Shadows Before.

COMING EVENTS ANNOUNCED IN THE "MAIL."

Entertainments.

August 27—Queen's Theatre: "Sandy."

August 27—World Theatre: "Captain Blood."

August 27—Star Theatre, Kowloon: "Dance Madness."

August 27—Theatre Royal, Farewell Performance of Our Cabaret, 9.15 p.m.

August 27—The 7 Players Concert Party Talkoo Club, 9 p.m.

August 28—Band Concert at Kowloon Docks, 5 p.m.

August 29—Concert in St. Patrick's Catholic Club (5 Garden Road), 8 p.m.

October 1—H.K. & W.G. & M.C.L.'s "Fun o' The Fair," Leo Gardens.

Sports.

August 27—Ping Pong League: Hop Ying Club v. C.R.C. (S.C.A.A.)

August 27—Hong Kong Baseball League: Japanese v. Filipino, Happy Valley Diamond, 4 p.m.

Lammert's Auctions.

August 29—At 3, Minden Avenue, Kowloon, household furniture, 11 a.m.

August 29—At 74A, Nathan Rd., Kowloon, household furniture, 2.45 p.m.

August 30—At 5, Cambay Bldg., 1st floor Kowloon, household furniture, 2.45 p.m.

September 15—At Lammert Bros.' Sales Room, valuable properties in the New Territories, 3 p.m.

Meeting.

September 5—Annual meeting of Hong Kong Philharmonic Society at St. John's Cathedral Hall, 5.30 p.m.

Miscellaneous.

August 28—Memorial service for Late Wor. Bro. D. C. Logan, Zetland Masonic Hall, 10 a.m.

August 28—Theosophical Society bathing picnic for members and friends, launch leaving Blake Pier at 3.45 p.m.

September 5—Chinese Language School under the auspices of the H.K. General Chamber of Commerce re-opens.

September 8—Seventh Yearly Drawing of Debentures of the Hong Kong Club, Club House, 11 a.m.

The Ellerman-Hall steamer "City of Dundee" was damaged in a collision off the Elbe recently with the German steamer "Feronia."

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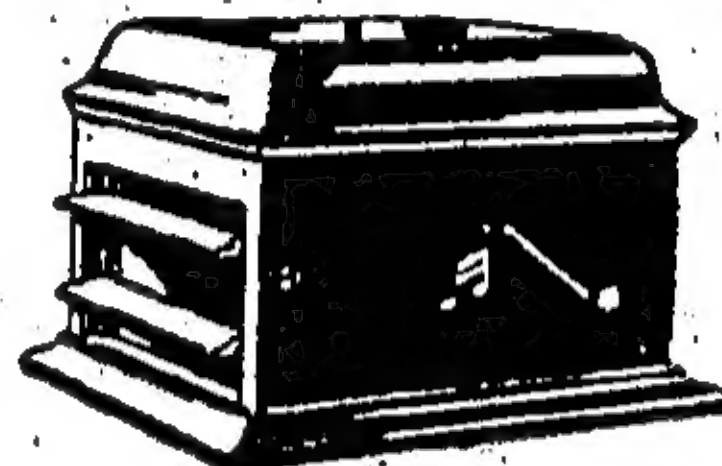
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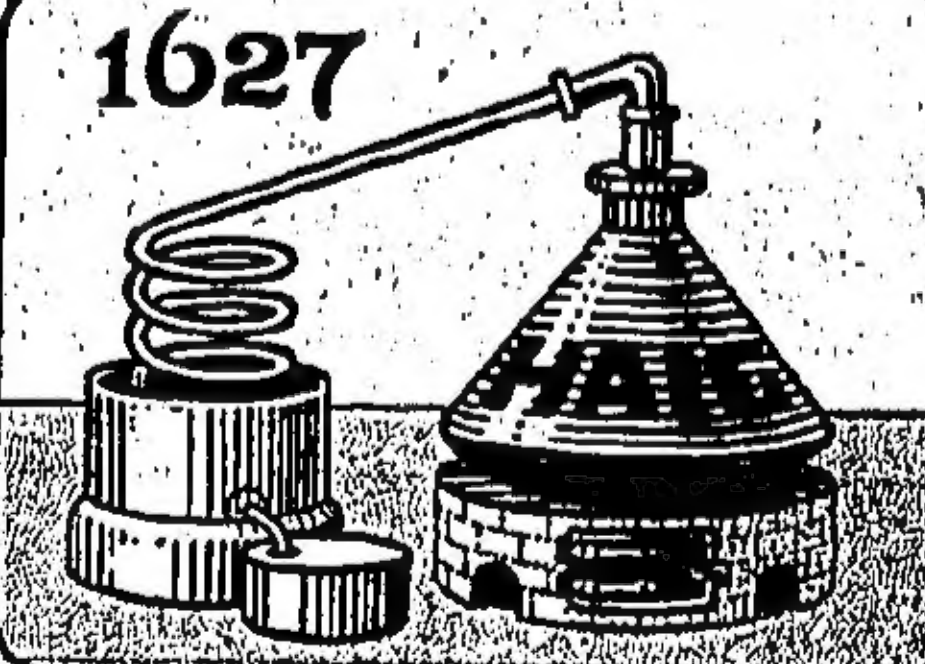
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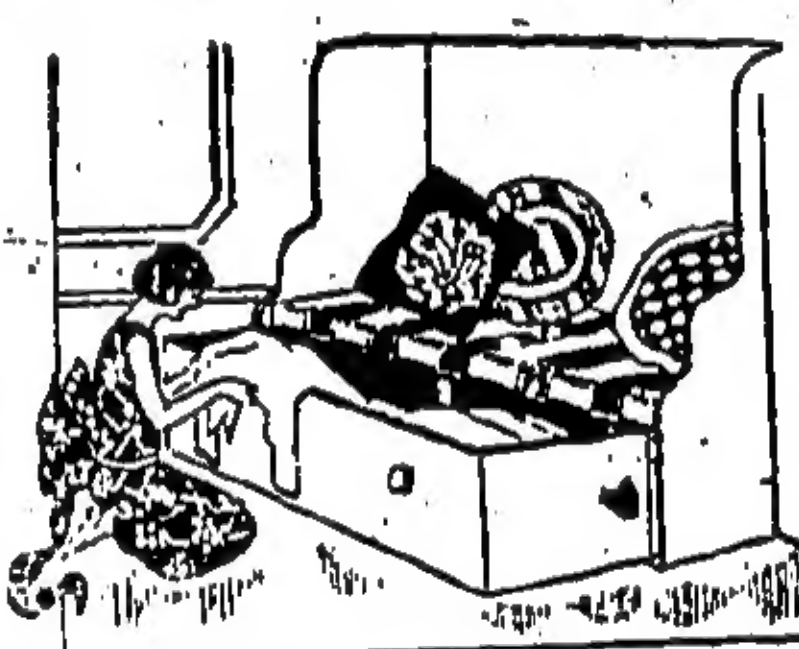
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LOCAL AND GENERAL NEWS.

Marshal Chang Tso-lin is reported to have issued orders to the Government Bureau of Engraving and Printing to print 10 new stamps of various denominations, each bearing his image.

The next Session of the Chinese Language School, conducted under the auspices of the General Chamber of Commerce opens on Monday, September 5. Classes for new and advanced students are held daily during the tiffin interval and in addition each student is allotted a personal teacher for conversational practice.

Mr. Tom Mann, who recently caused indignation by his inflammatory speeches while visiting China, with French, American, and other Communists as an "International Workers' Delegation," is to take the chair, as president, at the fourth annual conference of the National Minority Movement in Battersea Town Hall, S.W., on August 27 and 28.

Rev. Dr. van der Merwe, M.L.L., speaking at Stellenbosch, expressed the view that South Africa's status as laid down by the Imperial Conference was a result of evolution and was not an end but a stage in a development which would gradually lead to complete independence. But that was a matter for the future, and to-day they were prepared to accept the position as it now was.

One cannot help feeling a very genuine sympathy with a well-known foreign merchant in Manchuria—and it will be endorsed by all the mighty golfing fraternity—for the "Manchuria Daily News" reports that he "has been laid up for five days from a nasty snake-bite which he got on the nineteenth green while playing golf at Hoshigawa. We are pleased to say that he is fast recovering his health and hopes to get his spirits back soon also."

Another band concert programme will be given to-morrow at Kowloon Dock in connection with the scheme for raising funds for a gala for Service men at the bathing beach. The 1st Cameronians' band will be in attendance and the following programme will be rendered:—Overture, "Zampa" (Herold); Cornet Solo, "My Ain Folk" (Lemon); Excerpts from the opera "Carmen" (Bizet); Intermezzo, "The Butterfly" (Bendix); Hungarian Rhapsody, "No. 1" (Liszt); Humorous Variations on "Three Blind Mice" (Lottor); Czardas, "Spirit of the Woods" (Grossman); National Fantasia on "Scottish Airs" (arr. Godfrey); and The Cameronian Band.

It may be of interest to philatelists to note that the new issue of Moscow stamps bears the word "Eparanto" in bold letters, overshadowing the Russian.

According to the Chinese newspapers the military in Nanking have telegraphed to Hu Han-min, Tsai Yuan-pai and Wu Ching-nan, in Shanghai, asking them to return to Nanking to take part in their deliberations.



Chief Yellow Robe, conferred the highest Sioux honour on President Coolidge, at Deadwood, South Dakota, celebration, on August 5 at Days of '76 Celebration. He is a great nephew of Sitting Bull and now a member of the U. S. Indian School of South Dakota.

Mr. A. C. Jordan writes to "The Times": "Your leading article on shorts is most timely. No lawn tennis player need hesitate to start the new fashion on his summer holiday; he will never return to the old, cumbersome style. I have steadily advocated—and myself adopted—shorts for tennis and am immensely impressed with their coolness and comfort. With well-made flannel shorts, light stockings and a short-sleeved shirt there is no need for a dressing gown, either in garden or in club. Running shorts and socks plus dressing gown might be resorted to for strenuous tournaments. The main difficulty is to overcome that tyrant, convention. In some tropical places, men who wear shorts all day actually submit to the discomfort of long trousers for a game of tennis!"

The cruiser "Calliope," Captain C. C. Dobson, V.C., arrived at Port Said on July 21, with a relief crew for the "Petersfield" and new crews for the "Seamew" and "Gannet," completing at Hong Kong.

At a meeting of approximately 20 representatives of the Kuomintang resolutions were passed calling upon Chiang Kai-shek to return to Nanking and resume his office. Another resolution called for a mass meeting to be held soon to demonstrate the desire of the people for the return of Chiang Kai-shek.

A representative of a Liverpool firm of tobacco buyers had his motor-car badly damaged by a lion at the house of a planter near Fort Jameson. The car, a baby Austin, was left for the night outside the house, when the lion came round and attacked the tyres, mudguards, and windscreen, losing much blood in the process.

The Department of Communications of the Wu-Han Government has issued orders to Chinese transportation companies to restore the steamship service between the two ports immediately, which probably they would be very willing to do, if all their ships were returned to them and they had a guarantee that there would not be any more commencing by the military.

At a meeting which was held at the Chinese Customs Staff Club, in Shanghai, it was decided to hold mass meetings in Nantao, West Gate and Chapel at 1 p.m. on September 20 to give public expression to the demand for tariff autonomy. The different Chinese newspapers have been requested to publish special issues and the owners of theatres to lend their stages so that public lectures may be delivered. Posters will be exhibited by the shops, hotels and tramways and a Nationalist aeroplane is expected to fly over Shanghai to distribute literature favouring autonomy. There will also be the usual soap-box speeches.

At the Wesleyan Conference at Bradford on July 16 the Rev. C. W. Andrews, sen. secretary of the Wesleyan Missionary Society, said that there had not been a Christian débacle in the Far East. Wesleyan missionaries had been withdrawn, but in not a solitary instance had missionaries left their stations willingly or from fear, but in most reluctant obedience to consular orders, and through consideration for the Chinese Christians, who would have been seriously endangered by their continued presence. Reports received by him that day showed that the situation was very bad in Central China, but in the South the Wesleyans had left a skeleton staff, and all the missionaries would return as soon as consular permission was received.

SOCIAL AND PERSONAL NEWS.

The Harbour Master at Malacca is to be also Coroner for that Settlement.

Mr. H. N. Ferrers, who has just returned from a trip to China, is leaving for Home.

Mr. F. G. Finch, State Engineer, P.W.D., Pahang, is on a brief visit to Singapore accompanied by Mrs. Finch.

Miss M. G. Birlingmair, of the staff of the Anglo-Chinese School, Seremban, is spending a holiday at Tai Ping Hills.

By the "Athos," Father Moreno, assistant to Father Oullon, at the Mission Etrangeres in River Valley Road, Singapore, comes to Hong Kong to study Chinese.

Mr. W. P. Millar, of Singapore, was married to Miss D. M. Upjohn, formerly of the nursing staff of the General Hospital, at St. Peter's Church, Sutton-Coldfield, on July 20.

Mr. A. B. Ponniah, Hospital Assistant General Hospital, Seremban, and formerly of Klang, is going to Ceylon on three months' leave, accompanied by his wife and children. Mr. Ponniah has been in the Medical Service for 25 years, and this is his first long holiday.

Mr. P. S. Nair, who has been connected for nearly fourteen years with Temiang Sungai Kaya estate, Seremban, during which time he has made many friends, has been presented with an illuminated address from his well-wishers on the occasion of his retirement, and also entertained to a tea-party. He is at present at Sungai Patani.

General Frank Sutton continues to be a highly romantic figure. He was referred to in two exchanges, one quoting the United Press to the effect that he had arrived in Seattle and intended to spend the next several years dredging for gold in the rivers of British Columbia. After a few weeks in San Francisco assembling his equipment he was to go north, establish his base and put his dredges to work, then he would take a brief vacation in France with his family while the dredges did their preliminary work. The other claimed him as being in Vancouver, arranging for a fishing trip as a preliminary to going on an extended lecture tour on behalf of Chang Tso-lin, his intention being to advocate intervention in China by the big Powers.

Mr. G. P. Payton now is in charge of the British Consulate in Osaka.

Dr. Charles D. Leach reports that everything is quiet in Huchow.

Mr. Wang Pak-chun, Nationalist Minister of Communications, has gone to Shanghai from Nanking.

The death is announced of Captain Martin, a distinguished officer of the French garrison in Tientsin.



Brig. Gen. Frank R. McCoy, was sent to Nicaragua to supervise the election in that rebellious country. Gen. McCoy was a member of General Woods' staff in the Philippine Islands.

Dr. and Mrs. W. H. Hart are leaving for Tai Ping, where Dr. Hart is going to act as Senior Medical Officer, Perak, when Dr. F. E. Wood goes home on retirement.

The wedding took place at the Presbyterian Church, Singapore, of Capt. Alex. McKenzie Low and Miss Mona Elizabeth Dean Lytle, who arrived from home by the "Morea." A reception was held at the residence of Capt. James Leighton, Institution Hill, and afterwards dinner was served at the Adelphi Hotel, to which 32 guests were invited.

The next court of Assize of Singapore is to begin on Tuesday, Sept. 6.

The Chief Secretary and Mrs. Peel have returned to Kuala Lumpur from Kuala Kangsar.

Dr. K. Knoll, of the German Consulate-General in Kobe, has been appointed second secretary of the Embassy at Tokyo.

Mr. F. A. Pledger, director of Messrs. Boustead and Co., Singapore, and Mr. B. G. H. Johnson, of the Penang branch of the firm, paid a flying visit to Kuala Lumpur.

With the death of Mr. J. Spranger Harrison there has passed another of the Transvaal pioneers. He died at his farm at Bank, between Johannesburg and Potchefstroom. Mr. Harrison leaves behind him in Johannesburg an ever-lasting memorial. Harrison Street was named after him. He was one of the early diggers on the Rand, and could recount many an exciting tale of those adventurous days.

Mr. Alfred Howe Collinson, C.B.E., M. Inst. C.C., died on June 23, while travelling by train in the Punjab, in his 82nd year. Mr. Collinson, who obtained his training as a civil engineer in the office of the Great Northern Railway, and served with that company from 1891 to 1899, carried out extensive railway work for the Buenos Aires Great Southern Railway and the Great Central Railway, and from 1903 to 1914 was intimately associated, as engineer-in-chief, with the construction of the Shanghai-Nanking Railway, and the Hankow-Canton Railway in China.

An ex-soldier's bravery was commended by Mr. Ingleby Oddie at an inquest at Lambeth, on July 7, on William Edward Goldsby, aged 44, of Durand Gardens, Clapham Road, S.W., formerly an accountant with the Standard Oil Co., in Canton. When the war broke out Goldsby returned and volunteered. In France he was gassed, and, after being reported missing, was found to be a prisoner in Germany. He received a bayonet wound at the time of his capture. He was repatriated, and for seven years was employed at the Ministry of Labour. When it was suggested that his pension was to be reduced he was, according to his widow, too proud to accept anything. On July 2, after breakfast, he complained of headache, and fell into a profound sleep from which he never woke. A verdict of death from natural causes was recorded.

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RADIO News



A large shipment of Radio Requisites have just arrived at Sincere's . . . All up-to-the-minute models and reliable brands . . . Crosley sets, Brown headphones and loud-speakers, Cunningham and Radiotone tubes, Layerbuild batteries, All-American transformers, Straight Tuning Line condensers, etc., etc. . . All radio needs satisfied here.

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SPORTS

F. E. GAMES.

OFFICIAL OPENING IN SHANGHAI.

500 COMPETITORS.

Shanghai, Yesterday. The eighth Far Eastern Championship games were opened by Dr. Po Ling-chang at two this afternoon in the spacious Pioneer Field in French-town, capable of accommodating 60,000 spectators.

There are 500 participants, of which approximately 180 are Chinese, 160 Japanese, 100 Filipinos and 80 are other nationalities. This is the largest aggregation ever met together.

The weather was warm and sultry, threatening a thunderstorm. —Reuter.

HOME FOOTBALL.

LEAGUE SEASON STARTS TO-DAY.

WEEK-END FIXTURES.

The 1927-28 season of the English Football League commences to-day. The English League fixtures are as follow:—

Division I.

Aston Villa v. Leicester City.
Blackburn R. v. Burnley.
Bury v. Arsenal.
Cardiff City v. Bolton W.
Derby County v. W. Ham U.
Everton v. Sheffield Wed.
Huddersfield T. v. Newcastle U.
Manchester U. v. Middlesbrough.
Sheffield United v. Liverpool.
Sunderland v. Portsmouth.
Tottenham H. v. Birmingham.

Division II.

Barnsley v. Hull City.
Blackpool v. Swans Town.
Fulham v. Preston N. E.
Grimby T. v. Clapton Orient.
Notts County v. Bristol City.
Oldham A. v. W. Bromwich A.
Port Vale v. Nottingham F.
Reading v. Chelsea.
Southampton v. Stoke City.
South Shields v. Leeds United.
Wolves W. v. Manchester C.

Division III (South).

Roscombe v. Swindon Town.
B. & H. Albion v. Brentford.
Bristol Rovers v. Walsall.
Charlton A. v. Gillingham.
Northampton v. Millwall.
Norwich C. v. Crystal Palace.
Plymouth A. v. Merthyr T.
Queens P. R. v. Newport C.
Southend United v. Luton T.
Torquay United v. Exeter City.
Walsley v. Coventry City.

Division III (North).

Ashington v. Bradford City.
Barrow v. Rochdale.
Bradford v. Durham City.
Chesterfield v. Wrexham.
Cruze Alexandra v. Halifax T.
Darlington v. New Brighton.
Doncaster R. v. Lincoln City.
Nelson v. Accrington Stanley.
Stockport C. v. Rotherham U.
Tranmere Rovers v. Southport.
Wigan B. v. Hartlepool U.

Division III (North).

Aberdeen v. Kilmarnock.
Airdrieonians v. Queen's Park.
Bourne v. Hamilton Acad.
Celtic v. Falkirk.
Cowdenbeath v. Rangers.
Hearts v. Clyde.
Motherwell v. Hibernians.
Partick T. v. Dunfermline "A".
St. Johnstone v. Raith R.
St. Mirren v. Dundee.

LOCAL SOCCER.

CLUB ELECTS LIFE MEMBERS.

NO RUGBY.

A pleasing ceremony enacted at yesterday's annual meeting of the Hong Kong Football Club was the election of Messrs. A. O. Lang, W. Logan and R. J. Wilton as life members. Mr. J. McCubbin presided, and the following were elected as officials for the ensuing year:—

President, Mr. F. C. Hall, Vice-President, Mr. G. M. Shaw, Chairman, Mr. A. T. Hamilton, Hon. Secretary, Mr. H. M. MacLachlan, Hon. Treasurer, Mr. D. J. Purves, Captain, Association eleven, Mr. C. W. Bishop, Rugby fifteen, Mr. A. C. Bridge, Captain, Rugby fifteen, Mr. C. D. Wales, Vice-Captain, Mr. F. L. Foster. The General Committee was elected as follows: Messrs. J. McCubbin and C. B. Robertson (soccer) and Messrs. J. Ralston and S. J. Jordan (rugby).

The chairman made reference to the sad loss sustained by the death of the late Mr. D. C. Logan, and expressed sympathy with the parents.

It was announced that the treble stands would not be allowed in future and it was proposed to erect more solid stands. This would no doubt preclude any rugby being played on the ground this season, as it was impossible to place the stands farther back without encroaching on other club's grounds.

The meeting concluded with votes of thanks to the chairman, the auditors, Messrs. P. Hennessy Smith and W. L. Alexander, and to Messrs. Jardine Matheson & Co., Ltd. for the loan of the Board Room.

U.S. AMATEUR GOLF.

BOBBY JONES WINS TITLE.

Minneapolis, Yesterday. Bobby Jones beat Outmet 11 and 10.—Reuter's American Service.

LANCS SWAMPED.

CHAMPION COUNTY LOSE TO SUSSEX.

MORE RAIN AT HOME.

London, Yesterday. Sussex beat Lancashire by an innings and 196.
Lancashire scored 99 and 76, Browne taking four for 21 and Tate taking six for 28.
Sussex made 371 (Holdsworth 159, A. E. Gillingham 103).
Gloucester defeated Worcester by nine wickets.

Worcesters scored 222 and 92, Barker taking seven wickets for 38 and Mills three for 23.
Gloucester scored 301, Root taking six for 75; and 14 for one.

Win For Notts.

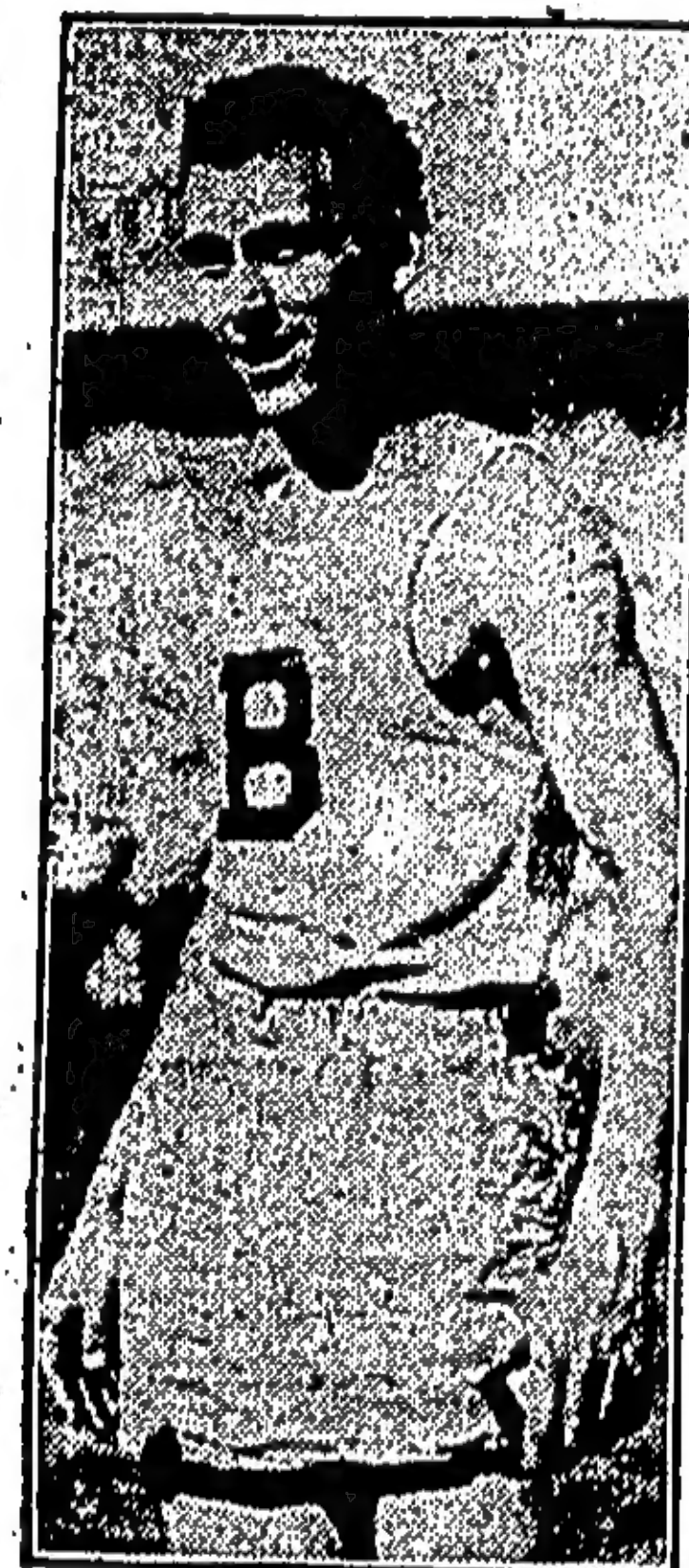
Notts beat Glamorgan by 122, scoring 225 and 269 for nine declared (Leyland 127).
Glamorgan made 175 and 197.

Essex Draw.

Essex drew with Yorkshire. Yorkshire scored 249 for five declared (Leyland 127).
Essex made 128 for five.
Leicester had scored 90 for four when rain stopped play at the Oval, against Surrey.

Rain Interferes.

Kent scored 199 for three declared.
Middlesex made 46 for three.
Rain stopped this match.—Reuter.



Johnny Gibson, former Fordham University star, who set a new world's record for the 440-yard hurdles in the National A. A. U. track and field meet in the University of Nebraska stadium at Lincoln, Neb. Gibson is shown immediately after winning the race, after leaping the barriers in 52.35 seconds. By his feat he clipped off one and 3-5 seconds from the old record held by J. K. Norton and made in 1924.

ARMY STRENGTH ONLY.

We who watched him felt certain that if he was going to continue on the task of matching his punch against Walker's that he would fail, and before the sixth round had gone more than half distance we were deeply oppressed by our fears. Even the opening round had informed us that Mickey was the harder puncher by several pounds weight.

He was placing every ounce he had behind most of his blows, especially behind those terrific drives to the body, whereas much of Milligan's return fire was sent in with arm-strength solely behind it.

In our opinion the lack of real punching power which has been the most disturbing and also the most noticeable feature of recent British boxing is due mainly to the lack of intelligence displayed by our boxers, both in punch cultivation and in punch absorption. The last mentioned failing is, of course, a direct result of the former.

Bag punching, medicine-ball throwing, and similar exercises popular in our boxing gyms do not comprise the whole or indeed any very appreciable section of punch development.

Our men are unfortunately precluded by financial restrictions, as also by the lack of facilities, from the woodland life to which so many American champions and would-be champions resort when they feel the need for vitalising exercises.

Our men hit out, but one rarely sees them placing their full body weight behind their blows. They hit with arm-strength only and as a consequence, while they may succeed in stinging, they are lamentably deficient in "smashing" power.

SHARKEY'S FALL.

HOW DEMPSEY WON BIG BATTLE.

New York, July 21.

A short hook to the body, quickly lifted up and thrown with terrific force to Jack Sharkey's jaw, elected Jack Dempsey last night to the job of fighting me in September, states Gene Tunney.

As I saw Sharkey's downfall and the finish of the fight I figured that Dempsey won it fairly and cleanly. However, there is some controversy about a right-hand punch that preceded the final two shots that Dempsey fired.

Some of the folks insist it was a foul. Sharkey was one of them. He complained to the referee. The official ruled against him when he motioned the two men to continue.

I was sitting at an angle where I did not get a full view of the punch. From what I saw of it the blow seemed fair. Certainly if it were a low and damaging blow Sharkey would not have been able to stand up; nor would he have been able to do some protesting. The fact that he was not dropped by that punch proves that he was not injured.

Dempsey did not take any unfair advantage when he hit Sharkey after the protest by Sharkey was ignored. He was fair. He waited until the referee ruled "Fight on," and then he hooked a short left to the body, lifted it up to the chin with the famous power of his earlier years—and that was the end of Sharkey.

Sharkey started well; Dempsey not so well. Imagine the experts would certainly give Sharkey, the first two rounds, but after that it looked to me like Dempsey's fight. He outpunched Sharkey and he outboxed him; he even outgeneralized him.

Sharkey put up a courageous fight, but I cannot say it was a very clever one. He thought what he had heard about Dempsey being an old man was all true. So he went out "alog" it and to rough it, and he was battered down and finally knocked out.

The come-back of Dempsey was a thriller for the crowd, and it was a spectacle that will live long in the memory.

He seemed beaten as he went to his corner after the first round. He seemed beaten when he went back after the second.

But the old bulldog gritted his teeth and fought against the handicap of the first two rounds, gradually slowed down Sharkey, and took the lead on points as they went into the seventh.

Then he brought his old left hook into action, and added another brilliant knock-out victory to his already remarkable string. Sharkey gave the best he had, but it wasn't good enough against Dempsey.

I must join the millions of others who are doing some cheering for the "old man" and the "hollow shell" who came back in glorious fashion.

Round 1

Sharkey missed a left hook. Dempsey went immediately to the body with a series of short rights. Sharkey countered with a right, but missed the left hook. Dempsey went in close and kept shooting them into Sharkey's stomach without return.

A left to the belt made Sharkey's knees buckle. Dempsey again went to the body with three rights and lefts. Sharkey hit him on the jaw, but Dempsey came back and fought furiously to the body. Dempsey drove Sharkey to the ropes and pounded him unmercifully. Sharkey landed a stiff hook to the jaw. Dempsey drove Sharkey's head back with a right upper-cut.

Sharkey clipped Dempsey with a hard one to the jaw, and Dempsey fell against the middle strand of the ropes.

Dempsey was badly hurt and went to close quarters. Sharkey missed a hard right and Dempsey countered with a right to the body. Dempsey's round.

Round 2

Sharkey missed a left hook. Dempsey landed two to the body. He again went to Sharkey's body, pounding away, and brought over a right to the heart. Sharkey landed a right to Dempsey's head. They clinched. Sharkey landed two left hooks. Dempsey's right eye was slightly cut. Sharkey suddenly swung overhead right to the head and Dempsey was hurt. Sharkey scored with two left jabs.

Dempsey landed a right to the body and Sharkey pushed him away. Dempsey drove Sharkey against the rope with a hard right to the jaw. Dempsey landed two hard rights to the jaw. He had Sharkey across the ropes and badly hurt. Sharkey held when they went in to clinch and drove a left to the body and Dempsey countered with a right. Second round even.

Round 3

They circled warily. Dempsey landed a left to the body. Sharkey hit Dempsey hard with a left to the jaw. Dempsey brought up a right to the head. Sharkey

missed a left and Dempsey countered with a right full on the jaw. Dempsey drove Sharkey's head back with a terrific left. Sharkey brought a left over the heart. A right and left to the jaw drove Dempsey to his heels. Sharkey slipped in his corner, and the referee called a halt just as the bell rang. Sharkey's round.

Round 4

Sharkey came up first. Dempsey seemed tired. He made Sharkey miss a right to the jaw. Sharkey caught him to the jaw with an upper-cut but Dempsey came back fighting and pounded the Boston man.

Dempsey hit Sharkey hard with a left to the body. Sharkey missed with two lefts, but landed a right to the head. Dempsey's eye was cut. He held on to Sharkey's arms, but was pushed away. Sharkey was by far the fresher man at this stage.

They stood toe to toe and slogged away. Dempsey landed a left hook to the jaw and Sharkey was badly hurt. He then suddenly lashed out with a left to Dempsey's jaw, but Dempsey came back with a hard right to the stomach. Dempsey's round.

Round 5

Dempsey came out of his corner in a circle. Sharkey missed with a left lead, but scored with three lefts to the head and followed these up with a right cross. Sharkey's right found Dempsey's chin. Dempsey went for Sharkey's body in a punishing attack landing a hard right. They went into a clinch.

Round 6

Sharkey found Dempsey's body with a right and took two lefts in return. Dempsey again seemed tired. Sharkey poked Dempsey



JACK DEMPSEY TRAINING FOR NEXT FISTIC ENCOUNTER. Soper's Ranch, Cal.—Jack Dempsey, former heavyweight titleholder, scaling a rocky wall during a mountain climb near his camp, where he is in training for his proposed comeback. The former King of the Ring is doing roadwork on mountain trails, climbing rocky cliffs, chopping wood, and boxing with tough sparring partners in an outdoor ring.

on the nose with two lefts. He scored with another left.

Dempsey scored with a left hook to the chin and right to the body. Sharkey missed with a left but landed hard with his many curiosities was a bound volume of tracts which had been sent to him at frequent intervals by a lady who was much more interested in his morals than in his successes on the Turf.

Fordham sedulously read every one of these homilies, and when he had accumulated a hundred, had them handsomely bound.

QUEER PRESENTS.

WHAT JOCKEYS GET FROM PUBLIC.

If it were possible to obtain specimens of every variety of presents given to jockeys, the collection would undoubtedly form one of the most remarkable and entertaining museums of curiosities in the world.

In variety it would range from a packet of sweets and a tract to a pair of old boots and a bundle of pawntickets; and in value from considerably less than a penny to the \$5,000 which Sir Joseph Hawley presented to Wells for winning the Derby so handsomely and unexpectedly on Blue Gown.

When John Singleton, a clever jockey of nearly two centuries ago, first won a race in Yorkshire, the farmer whose horse he had ridden was so delighted with his achievement that he made him a present of a ewe, whose offspring soon mustered a round dozen and really started the ex-shepherd lad on his career as a jockey.

\$300?—Bah!

Singleton was very proud of, and grateful for, his singular fee, and in this respect furnished a striking contrast to a well-known modern jockey, who, when a cheque for \$300 was handed to him by the owner of a horse on which he had won a race, crumpled it up contemptuously with the remark that he had "often received more for riding a two-year-old."

George Fordham used to boast, and with truth, that the presents he had received from people who were quite unknown to him would "fill a museum." Of articles of

summonses contributed by unsuccessful backers of his mounts, talismans of all kinds to bring him luck in his races, sermons and tracts for his spiritual welfare, receipts of all kinds of ailments from coughs to a tendency to embonpoint, forms for insuring against accidents, offers of marriage accompanied by bundles of photographs of would-be Mrs.-s, wewshers' tickets, and a pair of worn-out boots with the legend:—"All that is left of them after walking from York to London; backed all your mounts."

Unknown Admirers.

It is only fair to say that the same jockey has received thousands of pounds from unknown backers of his mounts in sums ranging from 1s. (in halfpenny postage-stamps) to cheques for \$50 and \$100; while the jewellery he has received represents a small fortune.

One popular jockey of to-day declares that in half a dozen years he has received presents of jewellery worth at least \$1,000. Fred Archer's accumulation of presents of this description was so great that, it is said, he sold them for \$5,000 on the eve of his marriage, while in cash his presents amounted to a much larger sum, including a cheque for \$500 from a man he did not "know from Adam" and never met in his life.

Worth Having!

Daley, the jockey who piloted Hermit to his sensational Derby victory in 1867, received nearly \$4,000 in presents from admirers and betting men who had benefited so largely by his splendid riding.

When one considers that these presents are all in addition to the substantial fees with which successful jockeys are rewarded, it is little wonder that some of the most fortunate of them should make incomes compared with which a Cabinet Minister's salary looks mean; or that Sir James Paget should exclaim, when Archer told him the amount of his yearly earnings on the Turf, "I only wish that my profession was half as profitable as yours!"—"Sporting Life."

ALSATIAN DOGS.

NOT WANTED BY FARMERS OF AUSTRALIA.

At the joint conference of Australian graziers and wool-brokers at Adelaide it was announced that the estimated clip for the current season will be 2,250,000 bales, of which 1,220,000 will be auctioned before Christmas and the balance after-wards. The sales will open in Sydney on August 29 and in Adelaide on September 9, and the auctions, all over Australia will end not later than April, 1928.

Sheep farmers throughout Australia are alarmed about the effect of Alsatian dogs upon the flocks, and the convention devoted some time to discussing necessary and urgent action. It passed a resolution to request the Federal Government to prohibit their importation and breeding. The delegates asserted that Alsatians are more destructive among sheep than dingoes or other breeds of dogs which have gone wild.

It is feared that Alsatians will cross with dingoes, and that their progeny is likely to be worse than wolves, and to inflict untold havoc upon the flocks.

Another menace feared by the industry is the legislation affecting large pastoral holdings which has been passed or proposed by certain Governments, and which, the graziers assert, is likely to cause the extinction of stud flocks, with a consequent decline in the present high standard of wool.

LONDON EXCHANGES.

London, Yesterday.

Paris 124
New York 4.86 7/32
Brussels 34.92
Geneva 25.21
Amsterdam 12.13 1/2
Milan 89.85
Berlin 20.48
Stockholm 18.11
Copenhagen 16.15
Oslo 16.71
Vienna 34.49 1/2
Prague 164
Helsingfors 198 1/2
Madrid 23.34 1/2
Lisbon 2 7/16
Athens 37.1 1/2
Bucharest 795
Rio 5 27/32
Buenos Aires 47 1/2
Bombay 1 5/8
Shanghai 2 5/8
Hong Kong 1 11/16
Yokohama 1 11/16
Silver Spot and For-
ward 2 1/2

And A Wooden Spoon.

The jockey opened the box and found in it half a dozen fat snails. It was the same satirical owner who on another occasion presented his jockey with a sumptuous casket, which, on being opened, disclosed a wooden spoon; and to a third jockey who had failed to win an important race he handed a pair of crutches bought from a beggar on the course.

One of the greatest—perhaps the greatest—of living jockeys has a most remarkable collection of these tributes from unknown admirers and otherwise. It contains, among other strange things, pawntickets, writs, and

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—

Bank Wire 1/11 1/2
Bank on demand 1/11 7/16
Bank 30 day's sight
Bank 30 day's sight 1/11 1/2
Credits 4 months' sight 2/- 7/16
Documentary 4 months' sight 2/- 9/10

On Paris—

On demand 1205
Credits 4 months' sight 1280

On Berlin—

On demand
Credits 60 days' sight 49 1/2

On New York—

On demand 47 1/2
Credits 60 days' sight 49 1/2

On Bombay—

Wire
On demand 131

On Calcutta—

Wire
On demand 131

On Singapore—

On demand 84 1/2

On Manila—

On demand 95 1/2

On Shanghai—

On demand 79 1/2
80 day's sight (private paper)

On Yokohama—

On demand 100
Gold Leaf, 100 fine (per tael)

Sovereigns (Bank's buying rate)

Silver, (per oz.) 25 1/4
Bar Silver in Hong Kong 1 1/2 per m.

Chinese Copper Cents nom.

Chinese Copper Cash 6 1/2 pm.
Rate of Native Interest 7 1/2 p.m.
Chinese Sub. Coin 28 1/2% dis.
Hong Kong Sub. Coin par

THE SHARE MARKET.

Stock. Hong Kong Exchange.

T.T. on London 1/11 1/2
T.T. on Shanghai 79 1/2

Bank of China \$1005 b
do. Lon. Reg. \$14 1/2 n
Chartered Bank \$20 n
Mercantile A. & B. \$82 n
do. C. \$18 1/2 n
P. & O. Bank \$29 1/2 b
East Asia \$68 n
Marine Insurance \$600 n
Canton Insurance \$500 n
China Underwriters \$1 1/2 n
North China Insurance T143 n
Union Insurance \$285 b & sa
Yangtze Insurance \$37 M. b

China Fire Insurance \$210 b
H.K. Fire Insurance \$600 n
Shipping.

Douglases \$324 b & sa
H.K. Steamboats \$214 n
H.K. Tugs & Lighters 80 cts. n
Indo-China (Fret) \$80 n
Shell Transport \$48 n
Star Ferries \$2/- b
Star Ferries \$54.80 b \$54.80 n

Water-boats \$16.90 n
Refineries.

China Sugars \$15 n
Malacca Sugars \$32 n
Mining.

Benguet \$170 n
Kailan Mining Ad. \$47 n
Langkai (Combined) T18 n
do. (Single) T9 n
Shanghai Exploration T3 n
Shanghai Loans T9 n
Rangoon \$K. \$4 b
Tronoh Mines 19/8 n
Ural Caspian 6/ n

Docks, Wharves, Godowns, &c.

H.K. & W. Wharves \$112 n
H.K. & W. Docks \$35 n
Hongkong \$140 n
New Engineering \$700 b
Shanghai Docks 700 1/2 b
Lands, Hotels & Bldgs.

H.K. & S. Hotels \$4 1/2 n
Hongkong-Lands \$54 1/2 n
Hongkong-Ready \$8 n
H.K. Territories \$14 n
Humphreys Estates \$12 1/2 n
Prince's Building \$89 n
Rural Lands \$14 n
Cotton Mills.

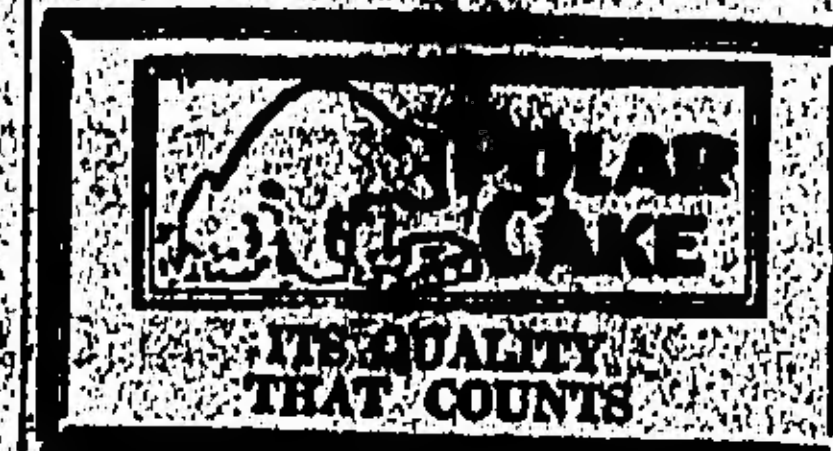
Ewo Cottons T7.30 b
Orientals T1.90 n
Shai Cottons (Old) T31 n
do. (new) T25 1/2 n
Buses, Trams, &c.

China Buses T7 n
H.K. Tramways \$20 b \$20.15 n
Peak Trams (old) T14 n
do. (new) T7 n
Singapore Tramways 10/9 b 11/8 n
Taxis

Miscellaneous.

H.K. Amusements \$20 n
Canton Ices \$5 n
Cements (comb.) T7 n
do. (old) T4.60 n
do. (new) T1 n
China Lights (comb.) T14 n
do. (old) T9 1/2 n
do. (new) T6 1/2 n
China Prov. T4.10 n
H.K. Constructions T14 n
Dairy Farms \$15.20 b
Der A. Wings \$6 n
H.K. Electric \$54.4 b \$54.4 n

Macao Electric \$37 b
H.K. Ropes (old) T10 1/2 n
do. (new) T5 n
Lane, Crawford \$22 n
Mackintosh \$22 n
Sincera \$12 n
United Asbestos \$14 n
Watsons \$11 1/2 n
Wm. Powells \$5 n
H.K. Telephone \$3.70 n
Nanyang Tobacco



—British Wireless Service.

DOLLAR DAY



MONDAY,
TUESDAY,
WEDNESDAY,
THURSDAY,
FRIDAY,
AND
SATURDAY.
NEXT
WEEK.

FINAL WEEK OF

WHITEAWAYS SALE

MONDAY, Aug. 29th to SATURDAY, Sept. 3rd

BE ON TIME FOR THE BARGAINS EACH DAY.

We have completed an extensive overhaul in all departments and have thrown out a tremendous quantity of goods we are determined not to replace in our fixtures.

THESE GOODS MUST BE SOLD

REGARDLESS OF COST. DOLLAR BARGAINS.

LADIES' HATS

LADIES' SHOES

LADIES' HOSE

VACUUM FLASKS

COAT HANGERS

GLASS TUMBLERS

CHILDREN'S VESTS

CHILDREN'S SOCKS

CHILDREN'S FROCKS

TEA CLOTHS

TRAY CLOTHS

CUSHIONS

STATIONERY

TOYS & GAMES

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CRETONNES

CROCKERY

HARDWARE

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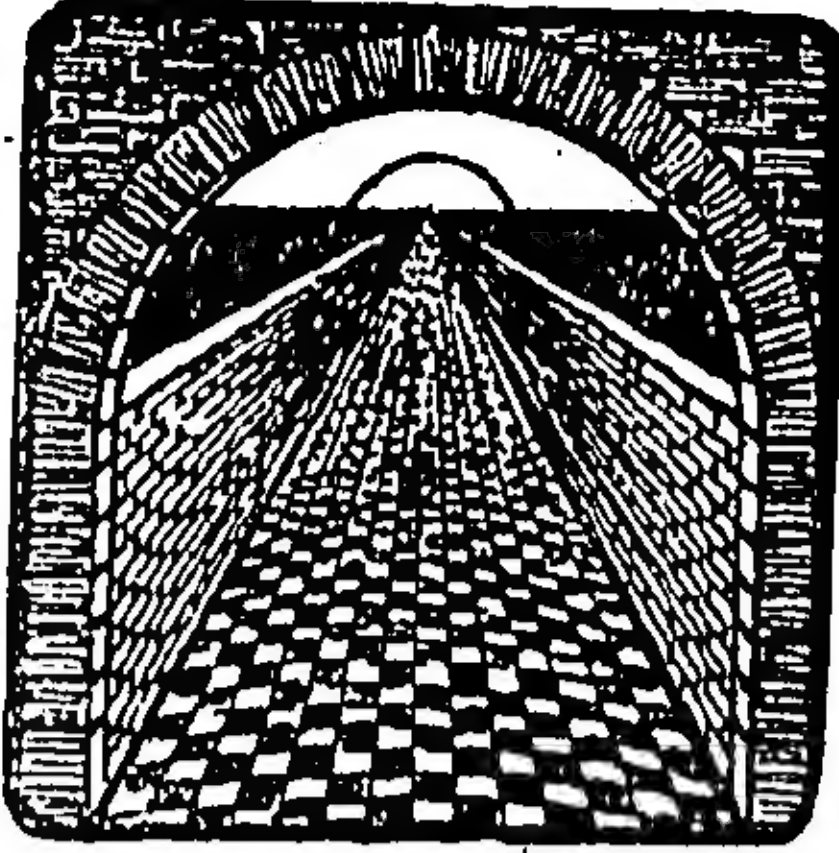
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REMEMBER. LAST DAY SATURDAY, September 3rd.

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Delivered to Peak District (above Bowen Road), \$24.00 per ton.
Delivered to Bowen Road and Lower Levels, \$22.00 per ton.
Delivered to Kowloon, \$20.00 per ton.



Orders should be sent in writing at least 24 hours before the coal is required.
All orders must be accompanied by U.S.A.B. Cheque, or Comptroller Order payable to "The Kailan Mining Administration."

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A WEEK'S PAPERS IN ONE.

The resignation of Chiang Kai-shek, the Nationalist leader, has necessitated a number of political and military moves, the most important of which has been the unification of the Yangtze forces—those of Hankow and Nanking—who have announced their intention of joining any offensive taken against Marshal Chang Tso-lin and his Northern warlords. So far, however, they have done nothing in the way of fighting, and in the meanwhile the Northern forces which completely subjugated Chiang Kai-shek's armies have established themselves on the banks of the Yangtze. It would seem that they are in a position to cross at Pukow (and thus capture Nanking) and Chinkiang whenever they like. Important developments are early expected in these quarters. Full reports of the incidents leading up to the present situation are given in this week's "Overland Mail."

This issue also contains the cream of the news on China generally and all items of local importance, including a full story of the big typhoon which struck the Colony a few days ago.

READY TO-DAY.

Home Mail via Suez closes at 3 p.m. on Friday.

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"THE OVERLAND CHINA MAIL."

MOTORING SECTION

ON MANNERS.

THE USE AND ABUSE OF THE ROADS.

To teach a driver how to handle his or her car, beyond the mere mechanics of the matter, is like teaching anyone to swim or to shoot by written instruction—it is not difficult, it is impossible. Only actual driving and experience will "get there." But there are certain elementary canons which can be laid down, and which, if absorbed, will constitute very useful groundwork.

But without close observation at the start nothing can be done, and if this observation is practised constantly, after conscious effort, it will in due course become subconscious performance. All the precepts of road sense may be reduced to one very simple sentence. Never drive faster than will allow of your car being stopped well within your range of vision, and never attempt to proceed ahead until you know the road is clear.

The very simplicity of these two principles is, perhaps, one of the reasons why they are so often overlooked and ignored.

A Clear Road.

Take the second: "Never attempt to proceed ahead until you know the road is clear." The natural comment for one to make is, "Obviously, I cannot proceed ahead until the road is clear," but the point is that very often indeed attempts are made when the driver does not know whether the road is clear or not. He may think that it ought to be, but he does not know that it is.

Apply this to the overtaking of an obstruction of any sort on the road. If the obstruction is a cyclist, it is generally possible to see beyond him and ascertain if the road ahead is clear. If the obstruction is a large steam wagon such range of vision is impossible, but some drivers will attempt to pass this opaque steam wagon with no more compunction and with no more hesitation than they would pass a cyclist. This principle also explains automatically one of the first canons of our unwritten laws of the road—that dealing with overtaking.

Car A is proceeding along on its correct side of the road and approaches an obstacle on the same side—a road repair, standing or moving vehicle, or what not. Car B, also on its correct side of the road, is approaching from the opposite direction. The obstruction, which we will call O, is blocking half the road, and that is the half on which A is travelling. Car B, therefore, has a clear road, but A has not, and it is A's place to wait for B, not B's to wait for A. Whether O be moving or stationary has nothing whatever to do with the case; the point is that B has a clear road and A has not, and it is the vehicle having the clear road that has the right to proceed.

The observance of this little rule automatically prevents dangerous driving on bends, folly at cross-roads, and errors in traffic. Remember, it is the man with the clear road who can proceed, and until your road is clear you must wait.

Speed and Danger.

Then, as regards speed, there is gradually penetrating, even into official minds, the recognition that speed, in its proper place, is not dangerous; but what constitutes the proper place will always be a subject for contention. If, however, the driver knows just what distance is required for the stopping of his car at a given road speed, and if he never travels faster than allows him to have that distance always clear in front of him, he will never be guilty of a serious breach of road manners.

Consider some concrete instances: A long straight road—as, for instance, over a moor—no hedges and no cross-roads. The road may, perhaps, be seen clear ahead for a mile or so. With the ordinary car that we have to-day, on such a road, the maximum

speed of which the car is capable is perfectly safe. Now consider another straight stretch of road, bounded by hedges and with cross-roads intersecting it. The

cross-road may be visible or indicated by means of sign-posts, and so the driver can locate its position exactly. He is, perhaps, travelling at, say, 50 m.p.h. when he first sees the sign-post half a mile or so ahead. The distance between him and the sign-post decreases rapidly, but if he is driving intelligently and properly, as the distance decreases so will his speed, until, when he is thirty or forty yards from the cross-road, his speed will be such that, if necessary, he could stop his car before actually coming abreast of the side road. If the cross-road is not indicated by sign-posts, it is incumbent on the driver to keep his eyes open for any side turning that may emerge from what, from a distance, looks like an unbroken hedge line.

Here is another example of how the difference between experience and inexperience is evidenced. Of two drivers travelling along the same road, one will detect that hidden side turning many minutes before the other. As likely as not the inexperienced and unobservant driver will find himself right on to that cross-road, of the existence of which he had not the slightest previous inkling. The other man, however, will have perceived its existence, and will be fully prepared for any possible contingency that can happen there, long before he has reached it.

Cross-Road Procedure.

Some time ago an effort was made to standardise what was called the off-side rule for road traffic. Unfortunately the effort has not met with the success it deserved, but it is still being continued, and one may hope that in due course the rule will receive just recognition. It is that at cross-roads every driver should give way to traffic approaching from his right and take precedence over that approaching from his left. As soon as the rule was promulgated some stupid critics said: Why should it not be a near-side rule, and why should not a driver give way to traffic approaching from his left?—and then, there were long discussions as to whether the rule should be off-side or near-side—the same thing always seems bound to happen if anyone attempts to lay down a rule or explain a simple principle for the guidance of motorists.

If we can only get established in the minds of all who use the roads those elementary canons that one must only proceed when one knows the road is clear, and not when one merely thinks it ought to be, and that the car speed should never be higher than allows of a complete stopping in the distance that can be seen clear ahead, a great step forward will have been accomplished.

PRECAUTION WHEN DISMANTLING.

When making adjustments to or working over an open gearbox or crankcase it is as well to be careful not to drop in a nut or a washer, or even some small tool, for it is not always easy to hook such articles out with a piece of wire. Time or even a complete dismantle can be saved by packing, not merely covering, so soon as possible exposed parts with pieces of clean cloth or rag. When decarbonising care should be taken not to allow carbon to get into tapped stud or bolt holes, as this will cause the bolts to bottom prematurely, or even strip their threads before they have pulled the cylinder head tight. This can be prevented by temporarily filling the holes with paper, or cured by turning an easy-fitting twist drill dipped in thick oil in the hole to remove any carbon that may have got in.

FRIGHTENING IN THE NIGHT.

A cry in the night, gripping pain in the vitals, cramps, weakening diarrhoea; whether child or adult, there is immediate comfort and ease from pain in Chamberlain's Colic and Diarrhoea Remedy. It pays to keep it always on hand. For sale everywhere.

METALLURGY.

VALUE TO MOTOR-CAR ENGINEERING.

Perhaps the most far-reaching effect of the motor industry has been brought about in the department of metallurgy. Till the end of the Nineteenth Century, steam or gas-engines were the usual prime-movers, and it was a maximum that such an engine should be heavily constructed; in fact, the more metal that was put into it, the greater was its prospect of longevity. There was no object in designing a stationary engine of light weight for its power, hence the specific stresses in the elements of such engines were very moderate. In these circumstances there was no need to employ anything but ordinary mild steel in the manufacture of forgings, and we find that nickel and other alloy steels, although manufactured, were in very small demand. Heat-treatment was consequently unnecessary and generally unthought of.

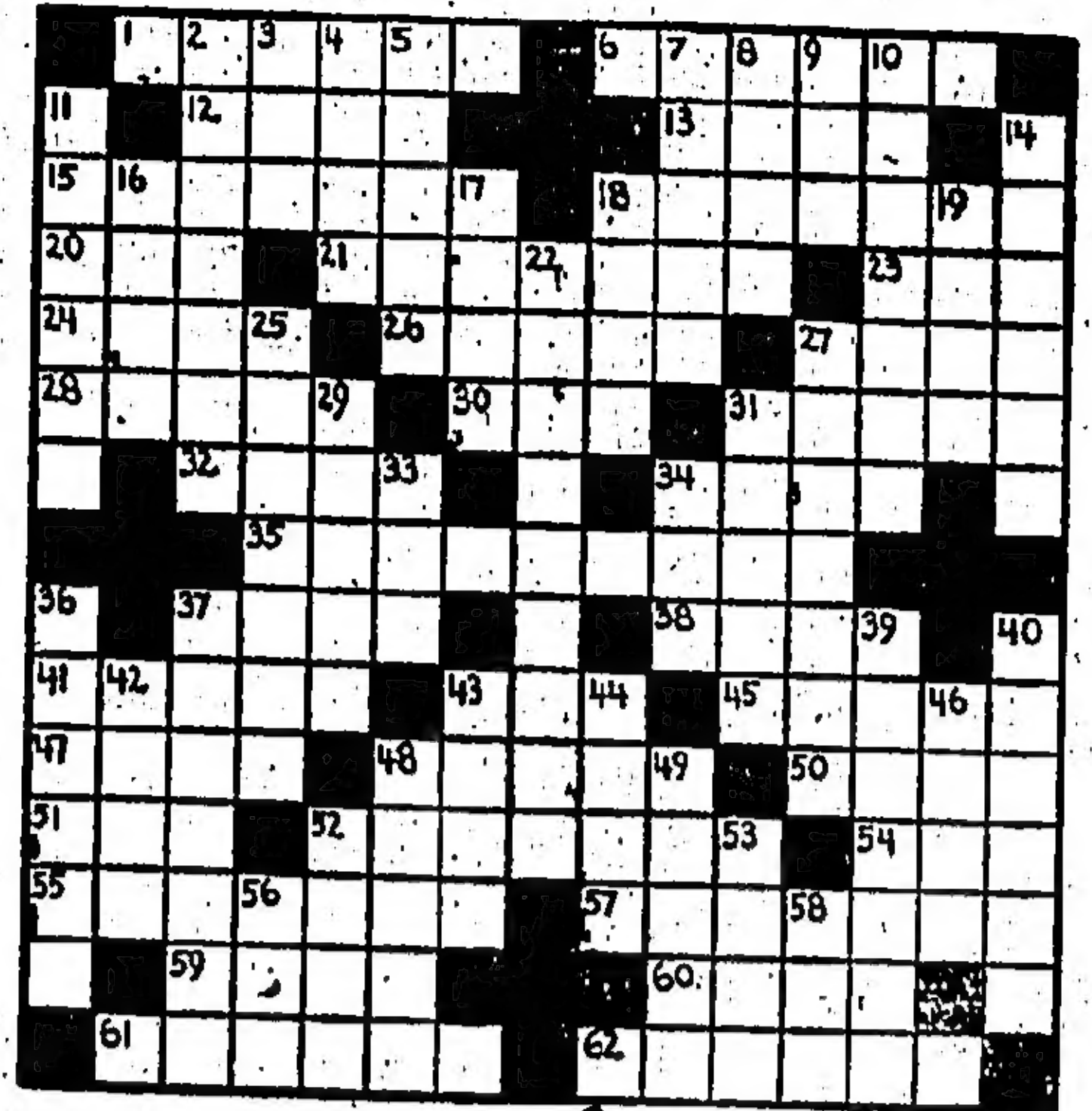
With the advent of the motor-car, however, the designer was faced with the necessity of reducing weight in hitherto unthought of directions, and thus had to seek from the steel maker material which would possess the necessary strength to permit of the cross-sections being greatly reduced. Arising from this need an unprecedented demand sprang up for alloy steels which could be obtained as a standard product at reasonable price, and, in contrast with the low-carbon steels with which the older mechanical engineers had worked for so many years, we now find nickel, silicon, manganese, and molybdenum alloys in daily use. Generally speaking, the use of alloy steels, until the commencement of the present century and apart from armament purposes, was confined to the manufacture of cutting tools; and hardening these in a blacksmith's fire constituted the only heat-treatment then practised. The result of the change has necessitated the incorporation of the complicated processes of heat-treatment in every-day shop practice, without which the advantage of the finer steels would be missed.

It may be said without fear of contradiction that the metallurgist owes his importance to-day in a very great measure to the motor industry for, while it is true that other industries might have made similar demands on the knowledge of the steel makers, no other has done so to anything like the same extent in so short a period of time. Automobile engineering has therefore afforded unique opportunities to both the steel maker and the metallurgist, and has forced upon mechanical engineers in general, and the works manager in particular, an entirely new regimen in his shop methods. Moreover, as in the case of machine-tools, we find the manufacture of furnaces a not inconsiderable industry, to which the number of such appliances bearing names from the Birmingham district affords testimony.—Mr. H. Kerr Thomas in "Engineering."

Says the Sunday Times, Perth, W.A. of June 19.—Three new Dodge cars were delivered to business houses during the past week, the purchasers being Shipping News-papers (Western Australia) Ltd., Elder, Smith and Co., and the Alliance Assurance Co., Ltd. Elder, Smith and Co. have used a Dodge car for many years, and have an enormous fleet in operation. Shipping News-papers (Western Australia) Ltd. have only just commenced operations in this State, but it is understood that they use Dodge cars in the Eastern States. This is the first Dodge car purchased by the Alliance Assurance Co., and it is significant that practically every insurance company operating in this State uses Dodge cars for their representatives.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



THE INTERNATIONAL SYNDICATE.

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

HORIZONTAL

- 1—Go away
- 2—Hypothesis
- 3—Body of a church
- 4—Intermittent fever
- 5—Attend closely
- 6—Frighten
- 7—Girl's name
- 8—Narrate
- 9—Moved swiftly about
- 10—To play the leading role
- 11—Grow less
- 12—Low marsh lands
- 13—Looked at with close attention
- 14—Disease of fowls
- 15—Stalk of grass
- 16—Always
- 17—Child (contemptuous)
- 18—Rivalry
- 19—Narrow opening
- 20—Morasses
- 21—Verdant
- 22—Suitable
- 23—Station
- 24—To take notice of
- 25—Clownish persons
- 26—Peasants
- 27—Request
- 28—Basket used on horseback
- 29—Boy's marble
- 30—Clerk's income
- 31—Particle
- 32—Spokenard
- 33—Musical instrument
- 34—Exit
- 35—Of the teeth

VERTICAL

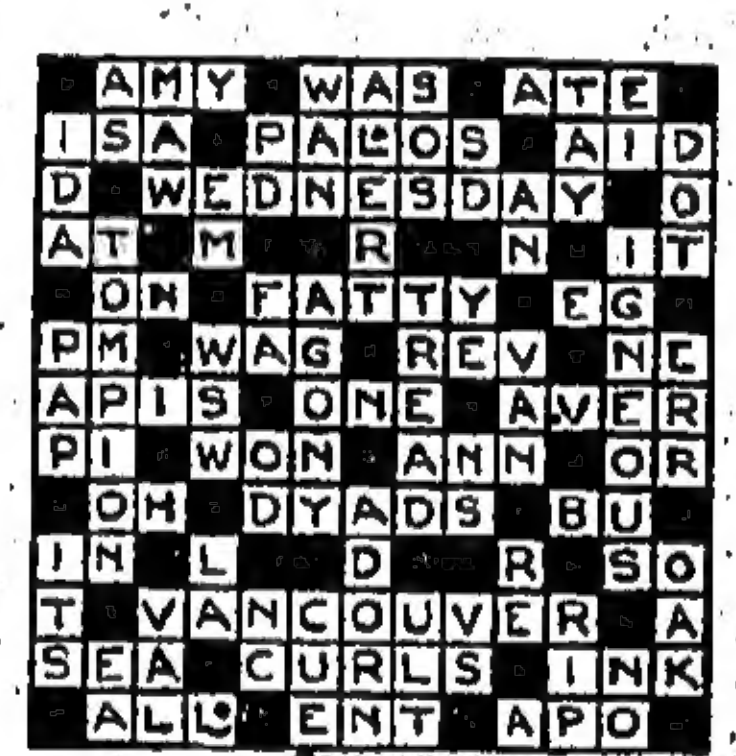
- 1—Take by craft
- 2—in a fit manner
- 3—Assent
- 4—Freshen
- 5—Dated
- 6—Interjection
- 7—Pronoun
- 8—Fall back
- 9—Fastenings
- 10—Glass for converging rays of light (pl.)
- 11—Denoting entrance
- 12—A blow
- 13—Stair-tread
- 14—Go ashore
- 15—Liveliness
- 16—Feasted clamorously
- 17—Raised rime
- 18—Flend
- 19—Ponder over
- 20—Sunken track in road
- 21—Thin cloth
- 22—Struck dumb with horror
- 23—Seaching
- 24—Broad thin knife
- 25—Cooked in liquid
- 26—To repose
- 27—Loving
- 28—Nest
- 29—Egg-shaped
- 30—Companies of musicians
- 31—To work for
- 32—Father (French)
- 33—Recitation
- 34—Nominal value
- 35—Used in refusal

(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

CURING MUDGUARD RATTLES.

Mudguards fitted with side wings have an annoying habit of rattling, due to the wings coming into vibratory contact with the mudguard stays. This rattle can be stopped by removing the nuts and slipping short lengths of generator tubing over the stays to act as buffers, then replacing the nuts. This tip holds good for any other of the cycle parts of the machine which rattle. Little rubber washers cut from tubing are more effective than leather in this respect, although, of course, more perishable.

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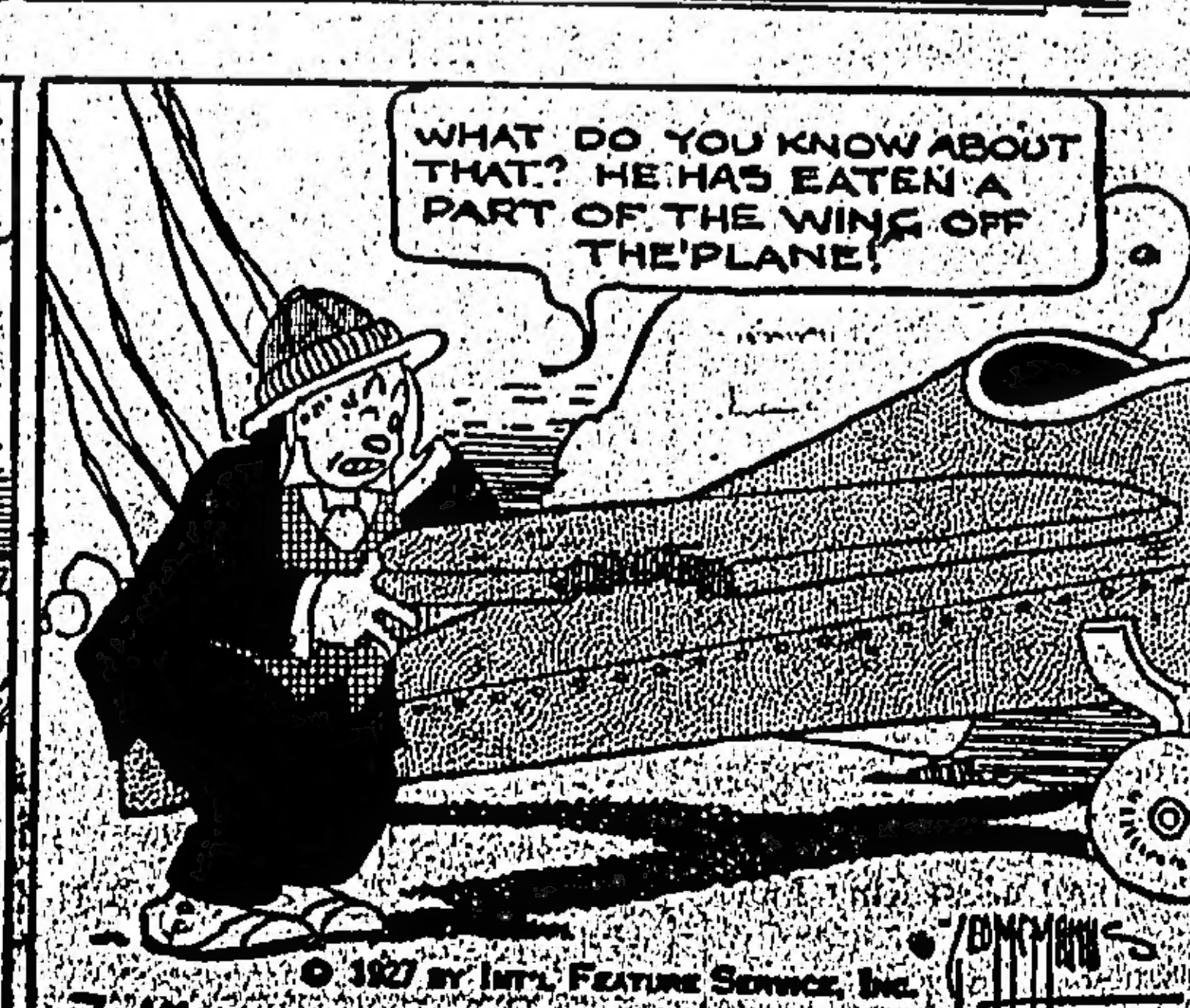
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ALPINE PERIL.

WOMAN WEBS GUIDE SHE
SAVED IN ADVENTURE.

A romantic story lies behind the announcement that Madame Emma Guardo and Vincenzo Grasso have just been married at Aosta (writes the Rome correspondent of the "Central News").

Madame Guardo is an enthusiastic mountain climber, and Vincenzo Grasso is a well-known Alpine guide. Some months ago the pair made an ascent of Mount Volomolo, in the Alps. They reached the top without incident, but on their return were overtaken by a violent storm. The woman and the guide, bound together with a rope, had made their way down the mountain-side for some distance when the guide, strayed from the path and fell down a ravine.

Perilous Descent.

Mme. Guardo, by a great effort, checked the guide's fall, and finally succeeded in making the rope fast to a rock. She then descended the ravine and found Grasso badly injured. Binding up his wounds, Mme. Guardo, after a time, was able to half lead and half carry the injured man up an incline to a level field of snow. She shouted for help, but nobody came near, and, afraid to leave her injured companion, the brave woman carried him to the shelter of an overhanging rock, and waited till assistance arrived.

For three days and three nights they remained out on the snow until a search party found them. Both were then in a state of extreme exhaustion, and Madame Guardo was unconscious. They were carried to a mountain hut, and after being revived, were taken down the mountain to a village where after several weeks' illness both recovered.

The Sequel.

Madame Guardo was afterwards the recipient of two gold medals presented to her by the Carnegie Foundation in recognition of her heroism.

During the convalescence the terrible experience which they had undergone drew them much together, and their friendship ripened into love.

The wedding at Aosta was attended by a large party of Alpine guides who presented the bride with an enormous bouquet of edelweiss, to which each guide had contributed a bunch.

ROUND LONDON.

WHEN AMERICANS ARE
PUZZLED.

"Where shall we go to-morrow?" This question is discussed just now in at least a dozen languages every night in London hotels. Americans, South Americans, South Africans, Canadians, Frenchmen, Italians, Germans, Norwegians, and citizens of remote countries are tackling the gigantic problem of seeing London in a week, or ten days.

Every morning there is a flash of yellow silk calves outside London hotels as the pretty daughters of America mount the motor coaches which conduct them round the City. A man with a megaphone rises at intervals during the drive and shouts: "This is Trafalgar Square. The statue on top of the column is Admiral Lord Nelson."

The motor-coach then tears down Northumberland Avenue (showing up opposite Cleopatra's Needle), and on to the City. When it passes the City boundary the guide makes a statement that puzzles thousands of Americans every year:—

"You are now," he shouts, "in the City of London!"

The engine makes too much noise for him to be aware of the invariable remark:—

"Then where have we been for the last four days?"

The Tower.

The excitement of exploring the Tower of London wipes out the memory of this puzzle, and the guide would have to explain that the City of London is the little self-contained square mile which used to lie within the walls of London, and that everything outside this area is not the City of London but merely adipose tissue which London has gathered since the eighteenth century.

A guide who has been showing Americans over London for many years placed the sights in the following order of popularity.

The Crown Jewels.
The Guard Mounting at Buckingham Palace and the Horse Guards.
Westminster Abbey.
The Royal Mews.
The Temple Church and the Temple.
The view from the dome of St. Paul's.

The National Gallery and the British Museum are "duty" sights. They are never omitted, but they do not "thrill" like a state ceremony or the Mall on the night of a royal court.

"No American in London misses a state ceremony," said the guide. "All general sightseeing was stopped during the recent state drives to the Guildhall when King Fud and the Duke and Duchess of York were entertained, by the City."

HAWAIIAN ISLANDS.

A MEDLEY OF PEOPLE AND
TONGUES.

Honolulu, a busy, bustling city, modelled as far as its peculiar half-Occidental, half-Oriental characteristics will allow, on the standardized American pattern, is the capital of a group of lovely islands anchored in mid-Pacific which comprise the territory of Hawaii. In this land of perpetual summer, sweet-scented tropical flowers and magnificent scenery, with all the romantic history of a proud native Monarchy as a background, the United States is conducting a unique experiment in nation-building. For, though in the United States and farther afield the Hawaiian Islands have become known of late years chiefly as a most delightful playground, they have other claims on the attention of the outside world.

The population of the islands is probably the most cosmopolitan in the world. Its 323,000 people include no fewer than 28 distinct nationalities. The great majority are Asiatic, or of Asiatic blood. Only a fifth of the population are pure-blooded whites, and there is an extraordinary intermingling of Hawaiians, Japanese, Chinese, Spanish, and Portuguese. There are about 130,000 Japanese, 48,000 Filipinos, 27,000 Portuguese, and 20,000 pure-blooded Hawaiians.

From this medley of people and tongues a new section of the American people is being evolved. The difficulty of the task was enhanced in years past by the intense loyalty of the Hawaiian people to their own romantic history. Statues of King Kamehameha I, the conqueror who subdued all the islands in 1795, adorn public squares in Honolulu and Hilo. The Territorial Building, formerly the Royal Palace retains intact the throne-room of the Monarchy, which passed out of existence with the deposition of Queen Liliuokalani in 1893, and its walls are hung with oil paintings of former rulers clothed in Royal robes and uniforms of European pattern. The old flag of Hawaii, still to be seen in many public places, includes the Union Jack in the corner, recalling the fact that for a few months in 1846 Hawaii was a British Protectorate. One of the main thoroughfares in Honolulu retains the name of Britannia Street (a corruption of Britannia), and Thomas Square honours in its name the British admiral who restored Hawaiian independence to Kamehameha III. on behalf of Queen Victoria.

Island Defences. The strategic importance which the United States attaches to the Hawaiian Islands may be gauged from the fact that on Oahu Island is maintained a complete and self-contained division of the American army. At Fort Schofield there are 16,000 troops of all arms, including the 6th Composite Group U.S. Army Air Service. At Pearl Harbour, 15 miles from Honolulu, there is an extensive naval establishment with one of the largest dry docks in the world. Diamond Head itself contains coast defences said to be of the latest and most powerful type.

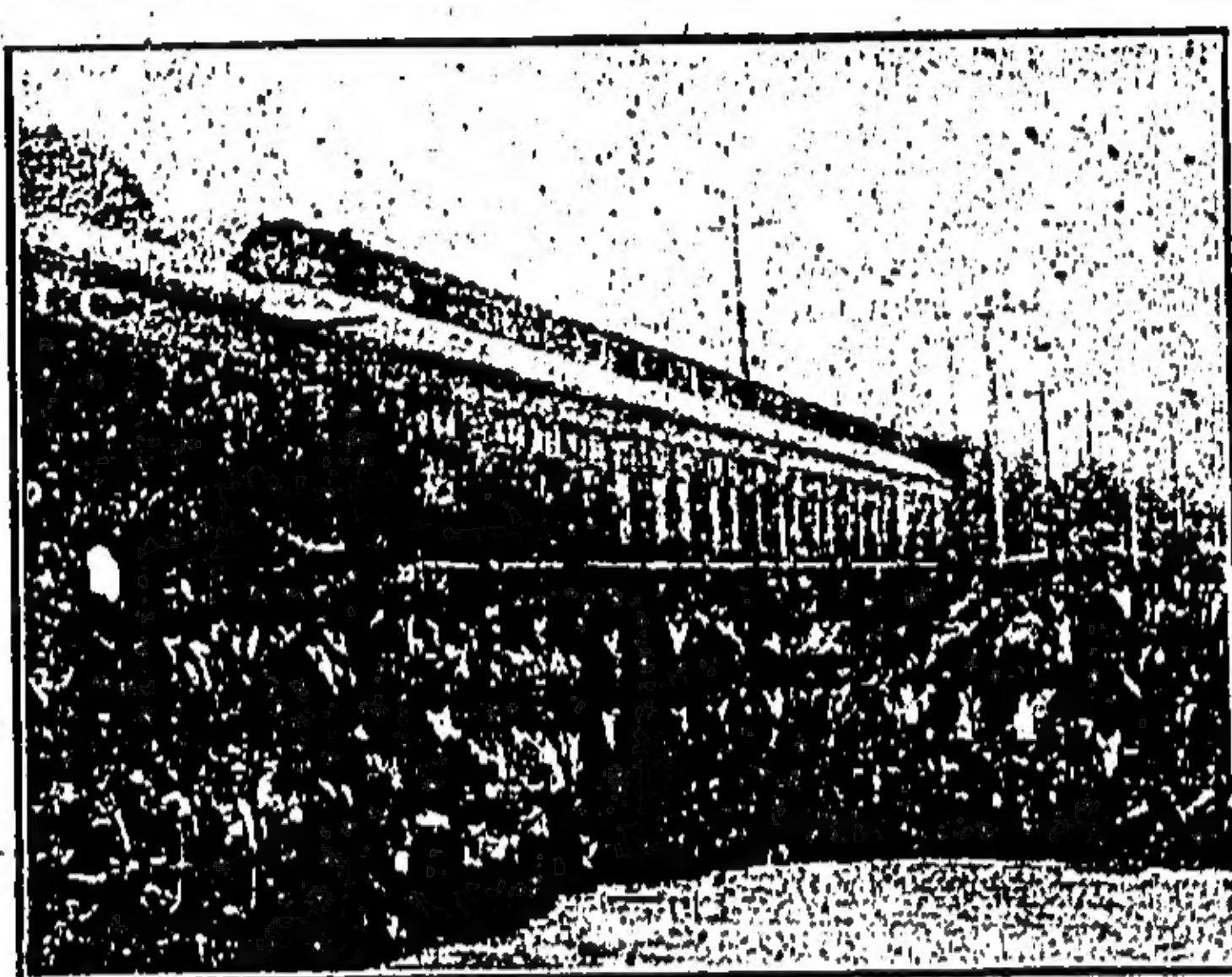
As in California and British Columbia, difficulties have arisen over the question of separate Japanese-language schools. Japanese children born in Hawaii have been sent to American public schools, where they salute the Stars and Stripes. After their lessons they go on to Japanese schools, where they are taught to honour the Japanese rulers of their parents. In spite of progressive compromises the dual language question is not yet disposed of satisfactorily. The white school population is concentrated in a few schools, but all colours and races intermingle with

much more freedom than is found in most communities where whites and Orientals live side by side. Children of Anglo-Saxon descent form only a small minority of the 80,000 who attend the various schools and the University of Hawaii, while Japanese constitute by far the largest single group.

Educational Advantages. The effect of free education on the American model is seen in the labour conditions on sugar plantations. Japanese, Portuguese, Chinese, and coolies of half a dozen other nationalities were imported in the past to supply the labour demand. But as they absorbed Western ideas they graduated from the labouring class to the trading class. Oriental immigration is now at an end, and later the Territorial Government and the sugar planters have imported Porto Ricans, Koreans, Filipinos, Russians and Spaniards to supply the demand. They are employed, for

the air from becoming oppressively hot at all seasons. Surf-riding—that most exhilarating of sports—is as enjoyable in December as in June. All the year round hedgerows and gardens are ablaze with multi-coloured hibiscus blooms, of which nearly 2,000 varieties have been developed in Hawaii. Oleanders and hau, poinsettia and brilliant purple bougainvillea are in flower from January to December, while in summer the greater scarlet umbrella-like poinsettia trees and half a hundred other flowering trees and shrubs add to the blaze of colour and scent the air with their perfume.

The average European might be content to enjoy the perfect bathing, the magnificent scenery, and the beauty of the flora. These simple delights, however, do not satisfy American visitors. There is an endless choice of "sight-seeing tours," by means of which one may be taken to wonderful submarine



Girl Guides Tour Canada

Over 100 Girl Guides from the eastern provinces and three prominent English guides, entrained from North Toronto station recently on a special Canadian Pacific train for a tour through the western part of Canada, particularly the Canadian Rockies where the party will make camp at Banff and other famous mountain resorts.

This adventure in the mountain has been uppermost in the minds of the Guides for many months. The feature of their tour will be camps set up at various points in the Rockies, the first at Banff and then at Kananaskis in the Okanagan Valley.

the most part, on the small contract system—their pay averaging about \$5 a month.

Sugar is the chief source of the wealth and prosperity of the Hawaiian Islands to-day. The exports of sugar for the year ended June 30, 1926, amounted to over 700,000 tons, valued at \$14,000,000. Practically the whole of it goes to the United States, almost entirely in the raw state. Pineapples to the value of \$6,000,000 come second in the export list. The sugar magnates have fostered the development of the tourist trade as an appendage to their own industry. They own steamship lines to San Francisco, the railways on Oahu and Hawaii Islands, the two daily newspapers in Honolulu, and have invested millions in tourist hotels. The latest of these palatial hotels is the Royal Hawaiian, just completed at a cost of \$600,000.

Holiday Resort.

The attractions of Hawaii as a holiday resort are drawing American visitors in growing number. The climate is as nearly perfect as one can desire, with a mean average temperature that varies only 10 deg. throughout the year, yet with ample moisture for crops. The cool north-east trade winds keep

coral gardens, to an aquarium full of gaily coloured and queerly shaped fish, or to the great Volcano of Mauna Loa and its neighbour Kilauea, which are active every nine years. To see these things the visitor must drag himself away from the shade of the palms on Waikiki Beach, where one may watch the bathers "ride the breakers" on surf-boards or in outrigger canoes at 30 miles an hour, or listen lazily in the cool of the evening to the plaintive notes of some old Hawaiian song accompanied, with delicate touch, on the now ubiquitous ukelele.

A Norwegian historical and archaeological expedition is to be undertaken to the Shetlands, Orkney Islands, and Hebrides in the summer of 1928 and will last two months.



\$157,000 ART SALE.

A LORENZO LOTTO FOR
THE NATION.

Sensational scenes occurred at Christie's on July 15, when the Holford collection of Italian pictures was sold for \$157,000.

The highest price paid was \$23,100 for Lorenzo Lotto's "Portrait of a Lady as Lucretia." This was bought by the National Gallery Trustees, with assistance from the National Art Collection Fund and a substantial contribution from Major Rex Benson and his brothers, who are nephews of the late Sir George Holford and executors of the estate.

This handsome painting was formerly in Lord Southesk's collection at Kinnaird Castle. The sitter wears a white turban and a green and orange dress. The high price paid was partly due to underbidding by Sir Joseph Duveen, who was not aware that the National Gallery was competing against him.

A sensation was also caused by the last bid of \$16,800 by Messrs. Knoedler for Pesellino's "Madonna and Child with the Saints," a little masterpiece only eight inches square.

\$11,000 For A Portrait. Other important prices were \$11,025 paid by Messrs. Agnew for "A portrait of a man with a jewelled cap," by Bartolommeo Veneto, \$10,250 for Botticelli's "St. Thomas Aquinas," \$6,510 for a boy's head by Giovanni Bellini, and \$4,200 for Titian's "Queen of Cyprus," with her pet marten on her left hand.

The purchase by Messrs. Colnaghi of Tintoretto's "Raising of Lazarus" for \$3,360 shows that bargains can be secured, even at a sale where dealers from all parts of Europe are competing at auction. Tintoretto's subject pictures rarely come into the market, and after the hammer had fallen on this lot several dealers lamented that they had missed an exceptional chance.

The Dutch pictures in the Holford collection, which include four magnificent Rembrandts will be sold next spring.

TREE DANGERS.

CAUSE OF A MOTOR
SMASH.

Colonel Hope Falkner, the Coroner in Singapore, recommended the removal from the sides of the roads of trees which serve no useful purpose but on the other hand constitute a source of danger to motorists.

He incorporated his comments in a finding which he returned in connection with a fatal motor car smash along Changi Road on the evening of August 5. The accident occurred at the tenth mile stone. The deceased, a Malay named Musa, was employed as a tamby at the K.F.M. He was in the company of Subramanian Chetty of 83 Market Street. They were driving in a Fiat car hired from the Heng Motor Garage, Selegie Road. They drove out to Changi and, according to the Chinese driver, just before the smash he saw a car approaching with him headlights. In swerving to avoid the car, the back of the car struck a tree. The occupants were thrown out and Musa was severely injured. The driver and two other occupants of the car were fortunate in escaping without serious injury but the Chetty sustained a broken leg. The car was travelling at about 18 miles an hour.

His Honour said that the deceased was violently thrown out and died almost instantaneously as the result of a fracture of the base of the skull.

Colonel Hope Falkner emphasised the dangerous nature of the road at this particular point. It was dangerous to night traffic. There were three reasons why this was so: (a) the presence of roadside trees which served no useful purpose. (2) The comparatively narrow width of the road, (3) and its sudden curve.

Under the circumstances he recommended that the P.W.D. remove all trees which were in a dangerous position and improve the curve of the road.

His Honour added that the present case was the second fatal accident due to motor car smashes against ornamental trees at the 10th mile, Changi Road, and if something was not done at once other lives might be lost there.

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ST. JOHN'S CATHEDRAL,
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August 28, 1927.
11th Sunday After Trinity.
Holy Communion (8 a.m.)
Matins (11 a.m.)
Preacher: Rev. C. B. Shann.
Liturgy for the Sick (12 noon).
Evensong (6 p.m.)
Preacher: Rev. E. S. Wyatt, R.M.

PEAK CHURCH.

There will be service in the Peak Church on Sunday next at 6.30 p.m. when the preacher will be the Rev. F. P. W. Alexander, C.F. All seats are free.

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CHURCH.

Queen's Road East, Wanchai (near Royal Naval Hospital).

Sunday, August 28, 1927.
Morning Service, 10.15.
Subject: "The Temptation of Jesus."

Hymn Nos. 294, 293, 193 and 361.
Evening Service, 8 o'clock.
Subject: "The Glory of God."
Hymn Nos. 45, 66, 54, 389, and 589.

Preacher at both services Rev. John Foster, B.A.
Sailors' and Soldiers' Home, Arsenal Street.

Sunday: 3 p.m. Mr. May's Bible Class. 8.15 p.m. Chaplain's Hour.

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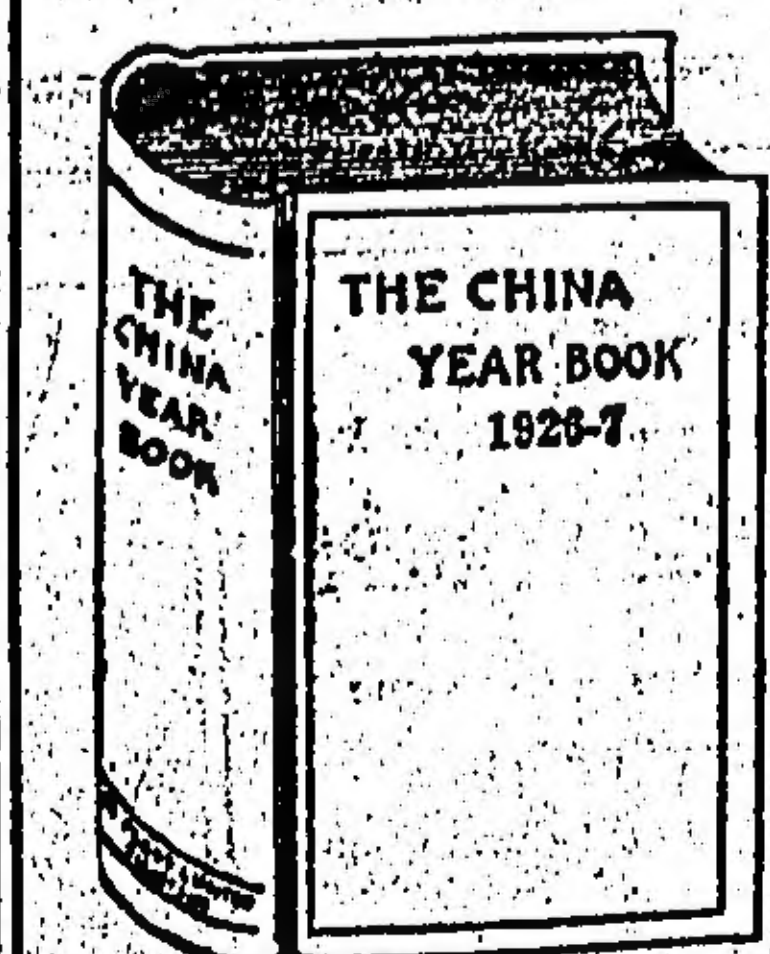
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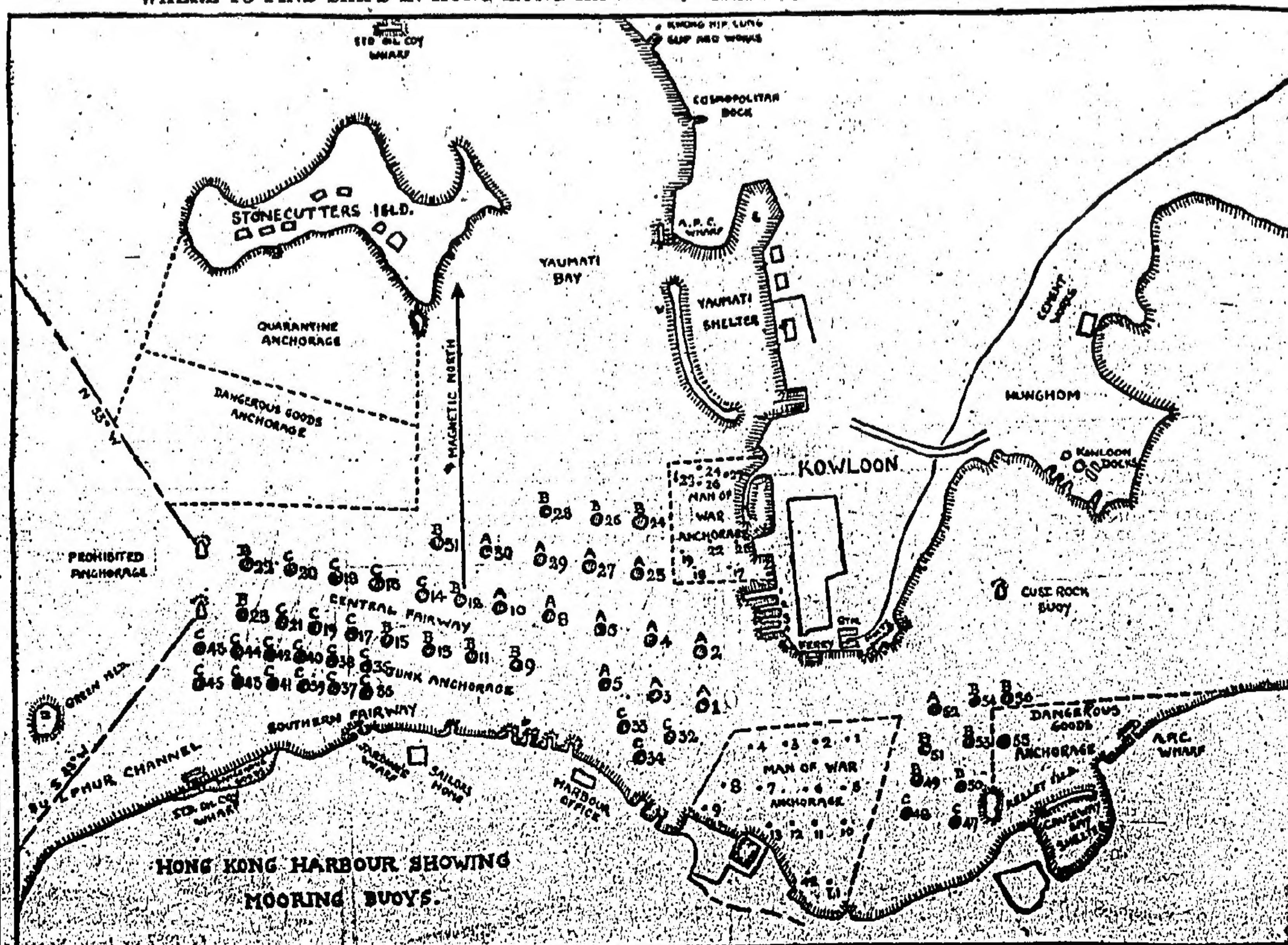


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THE WAY THE WORLD WAGS.**Snake on Golf Course.**

Searching for her ball a lady golfer at Tredgar Park, Newport disturbed a snake nearly five feet long, which she killed with her putter.

The Prince of Wales will open the new sunlight wards at Bournemouth Hospital on October 19.

Mrs. Hannah Hoadley, of Holcombe Road, Tottenham, N., who is 104, walks to church every Sunday.

Mr. Bernard Baron, of Hove, the tobacco manufacturer, has given £5,000 to Chalfley Heritage Schools, Sussex.

The London Stock Exchange Fund in response to the Duke of York's National Playing Fields Appeal has reached £10,000.

Lord Woolavington has sent £5,000 to the Duke of York's National Playing Fields Appeal Fund, which now totals more than £285,000.

Mr. A. R. Jephcott, Conservative M.P. for the Yardley Division of Birmingham since 1918, who is 74, has decided not to seek re-election.

The Rev. H. N. Rodgers, rector of Havant, has been appointed Archdeacon of Portsmouth in succession to Dr. Lovett, the new Bishop of Portsmouth.

The architects of the new Masonic Grand Temple in Great Queen Street, Kingsway, W.C., are Messrs. H. V. Ashley and Winton Newman, Gray's Inn-square, W.C.

Soviet "Marriages."

During the first six months of 1927 more than 8,000 divorces were registered in Petrograd, most of the marriages not having lasted beyond a fortnight.

Mr. E. Steager, aged 74, an organ builder, has just finished building, in his spare time, a ten-roomed house at Egypt Hill, Cowes, Isle of Wight, which he began in 1923.

Mr. Thomas Portway (Labour) has been returned unopposed for the St. Paul's Ward of the Deptford Borough Council in succession to the late Mr. Sheehan (Labour).

Mr. Thomas Spencer Kind, of Chester, lately secretary of Laird Bros., Ltd., and local secretary of Cammell, Laird and Co., Ltd., left estate of the gross value of £15,936, with net personalty £14,163.

Brighter St. Pancras.

The L.C.C. have prepared preliminary plans for the erection of dwellings on the Osulton Street area, St. Pancras, providing for tenements of eight storeys, with passenger lifts, roof gardens, and balcony space to enable infants to sleep in the open air. The scheme will cost £400,000.

**Death Watch Beetle**

It was stated at the Wesleyan Conference at Bradford that the death watch beetle had been discovered in the roof of John Wesley's chapel, London, and that the cost of dealing with this would be about £800.

The Government of the Netherlands East Indies have withdrawn the quarantine measures imposed on arrivals from Mombasa, Calcutta and Negapatnam.

Sir Josiah Stamp, president of the L. M. and S. executive, states that there has been no change in the directors' decision concerning the transfer of the Fleetwood steamers to Heysham.

The Canadian Pacific liner "Montcalm," entered the Canada graving dock, Liverpool, on July 12 to replace three broken blades on the port propeller. The new blades, which are of bronze, each weigh about 3 tons, and were ready on the quay waiting for the liner to dock.

The first city in Canada to enjoy a completely automatic system of telephony is Winnipeg. From the annual report of the Manitoba Government telephones it appears that consequent on the adoption of this service there has been in that city an increase of over 20 per cent. in conversations over those under the manual system. There has, at the same time, been a saving in operating cost of approximately \$50,000 a year on an equivalent number of lines manually worked, taking all charges into consideration.

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JULY—DECEMBER ISSUE

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 Peak—22 Bellamy, L. C. F., Res., 358, The Peak.
 Peak—22 H.K. Tramways, Ltd., General Manager's Res., 358, The Peak.
 Kowloon—22 Green Island Cement Co., Ltd., Cement Works, Hok-un.
 Central—23 Aubrey, Dr., office, Alexandra Bldg.
 Central—23 Macgown, Dr. J. C., Office, Alexandra Bldg.
 Central—23 Anderson, Dr. J. W., Office, Alexandra Bldg.
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 Peak—23 Butterfield & Swire, Little, J. H., Res., 183, The Peak.
 Kowloon—23 Ye Fong Chan, 136, Temple St., Yaumati.
 Central—24 Tak Shun Bank, 155, Queen's Road C.
 Peak—24 Stewart, Rev. A. D., Res., 112, The Peak.
 Kowloon—24 Dixon, H., Res., 4, Lysemoon Villas, Chatham Rd.
 Central—25 Hongkong & Whampoa Dock Co., Aberdeen Dock, Aberdeen.
 Peak—25 Hongkong & Whampoa Dock Co., Chief Manager's Res., 508, Magazine Gap, The Peak.
 Peak—25 Dyer, R. M., Res., Magazine Gap, 508, The Peak.
 Kowloon—25 Eastern Store, 314, Nathan Road.
 Central—26 Alice Memorial Hospital, 72a, Hollywood Rd.
 Peak—26 Matilda Hospital, 187-189, The Peak.
 Peak—26 Sanders, Dr. J. Herbert, 187-189, The Peak.
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Europe Via Negapatam letters only London	28th July	Rinda.
Manila	28th July	Pres. McKinley.
Europe Via Negapatam (papers only London, 28th July)	28	Tamba Maru.
U.S.A., Honolulu, Japan & Shanghai.	29	Pres. Garfield.
U.S.A., Honolulu, Japan, Shanghai & Europe Via Siberia	29	Korea Maru.
U.S.A., Honolulu, Japan & Shanghai.	30	Pres. Jefferson.
Canada, U.S.A., Japan & Shanghai.	30	Empress of Asia.
Shanghai	30	Morea.
U.S.A., Canada, Japan & Shanghai.	30	Pres. Lincoln.

OUTWARD MAILS.

For	SATURDAY, AUGUST 27	Per
Bangkok	27	Skuld
Straits & Calcutta. Parcels 4 p.m.	27	Kum Sang.
Letters 5 p.m.	27	Athos II.
Shanghai	28	Hai Ning
Swatow, Amoy & Foochow	28	Hozan Maru
*Amoy & Formosa	28	Hydrangea
U.S.A., Honolulu, Japan, Canada, U.S.A., C. & S. America & Europe Via San Francisco—due San Francisco, 22nd Sept. & Europe Via Siberia. Parcels 3 p.m. Registration 4.15 p.m.	29	Pres. McKinley.
Letters 5 p.m.	29	Pres. Garfield.
Manila	30	Hai Hong
Swatow	30	Cheunceaux.
Saigon, Ceylon, India & Mauritius, E. & S. Africa, Aden, Egypt & Europe Via Marseilles—due Marseilles, 30th September. Registration 1.45 p.m. Letters 2.30 p.m.	31	Wai Shing
Manila	31	Saerland
Swatow	31	Soochow
Shanghai & Europe Via Siberia	31	Empress of Asia
Swatow	31	Fook Sang.
Manila	31	Morea.

THURSDAY, SEPTEMBER 1

FRIDAY, SEPTEMBER 2

Correspondence bearing vessel's name only.

FATAL STORM.
Big Blow Off Nova Scotia.
AT LEAST 9 DEATHS.
Property Valued At Million Dollars Damaged.
Halifax, (Nova Scotia), Yesterday.
The worst storm for over 50 years raged in the Maritime Provinces yesterday. At least nine deaths resulted and property damage is estimated at \$1,000,000. Two steamers and 27 fishing boats were sunk. — Reuter's American Service.

THE MOLE RAID.
SURVIVORS RECEIVED AT ZEEBRUGGE.
THE "C. 3" INCIDENT.
London, Yesterday.
Fifty officers and men who took part in the raid on the Mole at Zeebrugge in 1918 left this evening for a series of receptions at Ostend, Brussels and Zeebrugge. On Sunday a commemorative tablet will be unveiled on Zeebrugge Viaduct, marking the spot where the British submarine C3 blew a breach 150 feet wide on the night of the raid. The unveiling ceremony will be performed by four of the men who took the C3 to Zeebrugge. — British Wireless Service.

RAIL DISASTER.
18 DEAD, 30 INJURED IN SWITZERLAND.
Chamonix, Thursday.
It is feared that 15 persons were killed, and 20 seriously injured, in the derailment of a train in the mountain railway running from Chamonix to Mer de Glace, when the engine and a carriage with 50 tourists fell 50 feet down the mountain.
Tourist's Presence of Mind.
Later.
The train was filled with passengers and had gone only 300 yards from the station when the engine and the first coach left the rails and fell down the mountainside. The second coach was saved by a tourist applying the emergency brake.
The dead include the driver and six women.
18 Dead; 30 Injured.
Three others have died, bringing up the death toll to 18 and 30 injured. — Reuter.

100 PASSENGERS.
HUGE BIPLANE BEING CONSTRUCTED.
New York, Yesterday.
The "Herald" states that a biplane is being constructed to carry 100 passengers. It weighs 100,000 lbs., has a length of 100 feet, a span of 200 feet and a cruising speed of 105 miles an hour. The cabin will have a double deck. Six airmen will be needed to operate the aeroplane. — Reuter's American Service.

STATUES FOR ZAGHLUL.
HOUSE TO BE USED AS A MUSEUM.
Cairo, Yesterday.
The council of ministers has decided to erect statues of Zaghlul at Cairo and Alexandria and to purchase his house as a Zaghlul museum, where the body will be placed in a mausoleum. — Reuter.

FRENCH FINANCES.
Paris, Yesterday.
According to the "Echo de Paris" the limit of the advances of the Bank of France to the State will be on the 31st inst. reduced to 32 billion francs instead of 36 billion francs and a half. With the previous repayments, thus the limit of advances will be reduced by a total of 8 billion and a half since the Cabinet and the National Union took office. Moreover, the recent loan will permit shortly of the withdrawal of 1,300 million in bonds of the National Defence from circulation. — Havas.

ARMY DICTATES.
Portuguese Ministerial Reconstruction.
A NEW CABINET.
Echo Of Attempted Coup d'etat.
Lisbon, Yesterday.
The army having expressed a wish for ministerial reconstruction, Senhor Camara has reconstructed the Cabinet, which includes Col. Passos e Sousa as War Minister, who did not resign as rumoured, and also Senhores Bettencourt Rodriguez (Foreign Affairs) and Joao Bello (Colonies and Marine). — Reuter.

Later.
Col. Passos e Sousa has refused to combine the duties of War Minister and Vice-President of the Council, so Sr. Carmona will combine the latter position, which is that of head of the Government, with his functions as President of State. — Reuter.
Attempted Coup.
A message on August 13, from Lisbon, stated that prompt action by the Government nipped in the bud an attempted coup d'etat. The Government claims it enjoys the support of an overwhelming portion of the Army and is confident it will be able to ensure public safety. All Ministers and commanders of the military garrison are declared to be united by the defence of the existing regime.

Origin of Trouble.
The origin of the trouble was the nomination of the left wing, Colonel Passos e Sousa, as Vice-President of the Council. The right wing members of Carmona's Ministry endeavoured to force him to cancel Souza's appointment and form a Ministry of rightwingers.
Sr. Carmona has published a decree declaring he is master of the situation.

Cabinet's Action.
The Cabinet have decided to deport to the colonies all implicated in the attempted coup. Lt. Sarmento has been cashiered, while Da Figueiredo, Director of the National Library, who attempted to coerce the Director of the Stationary Office to publish a decree, has been dismissed.

A Withdrawal.
The Cabinet, which considered it more prudent to withdraw to the camp at Amadora, have met and examined the commander of the troops concentrated near the city, who handed the Government a note signed by Colonels of all the regiments of his command requesting the Government to punish those concerned in the attempted revolt with as much severity as displayed to the revolutionaries of last February. The Minister of War, in a statement remodelling the order, so as not to give the impression that the Government were acting under pressure.

Chamber Scene.
The coup d'etat was attempted this morning, three officers forcibly entering the Council of Ministers, when they handed the President a letter demanding the resignation of the Government. Lieutenant Moraes Sarmento began to expound the Army's political views.
The Minister for War refused to enter into a discussion and declared the officers to be under arrest, whereupon Lieut. Sarmento fired a revolver at the group of Ministers, wounding a Secretary. Another shot passed through the clothes of the Minister for Justice.

The President threw himself upon the officers, although they were still firing.
Lieut. Sarmento escaped in the confusion, but was later arrested.
The Proposed Dictator.
Simultaneously two other officers, accompanied by Fidellino Figueiredo, Director of the National Library, tried to force the Director of the Stationary Office to publish an official "Gazette" decree announcing the resignation of the Government and appointing the leader of the movement, Major Filomeno Camara, as Dictator and Minister holding all portfolios.
Figueiredo was arrested.
Prior to this happening officers attempted to incite various regi-

THE IRISH DAIL.
General Election On Sept. 15.
PRESIDENT CONFIDENT.
Decisive Vote For Retention Of Present Government.
London, Yesterday.
The new general election in the Irish Free State will take place on September 15 and the new Dail will assemble on October 11. Mr. Cosgrave, President of the Council, expresses confidence in the result. He says it is apparent from the result of the bye-elections that in two of the largest and most important constituencies in the country there is a decisive vote by all stable elements for the retention of the present government, and he believes the rest of the country is waiting to be afforded the same opportunity to give the same verdict. — British Wireless Service.


NAVAL DISASTER.
119 CASUALTIES IN JAPAN.
Tokyo, Yesterday.
The "Asahi" in a special article from Malaga, quotes the port authorities attributing the Naval disaster to the darkness of the night and to dense fog. It is believed impossible to refloat the "Warabi" owing to the depth of water.
The "Naka" and "Ashi" arrived at Malaga yesterday evening.
Further manoeuvres have been suspended. Warships and aeroplanes are searching for bodies, but hitherto only one has been recovered.
The latest figures as to casualties are 119, including 11 officers.

SMALL 'QUAKE.
ALARM IN SANTA BARBARA.
Santa Barbara (California), Yesterday.
Two sharp earthquake shocks were felt this morning. Citizens ran into the streets in alarm but there was no damage. — Reuter.

DOLE FLIGHT.
AEROPLANES BELIEVED LOST IN PACIFIC.
San Francisco, August 19.—Fears that the two Dole flight planes, Miss Doran and Golden Eagle, had fallen into the Pacific and their occupants drowned, grew into almost positive certainty through the night as the hours sped by without a trace or a report from the missing aircraft.
Up to 5 o'clock this morning the two score vessels which are combing the Pacific between the mainland and Hawaii had found nothing. More than half the vessels engaged in the search are of the Navy. They have been joined by the Aircraft Tender Aristook and the Airplane Carrier Langley which left San Diego at full speed last night at 7 o'clock to assist in the hunt for the missing ones.
The Golden Eagle is piloted by "Jack" Frost with Gordon Scott as navigator. The Miss Doran carries as a passenger Miss Mildred Doran, herself a qualified pilot, but the official navigator is Lieutenant Vilas Knope, with John A. Pedlar as pilot.
Newspaper offices were besieged all night with telephonic calls for information as to whether any news of the planes had been received. Hundreds standing by all evening waiting for a possible bulletin to be issued telling of the aviators' safety. Shortly after midnight their vigil ended. — "China Press."
Fuel is Exhausted.
Manila, August 19.—Army aeroplane experts here hold out little hope that the two missing planes in the Dole flight will ever be found. It is pointed out that at 9 o'clock, the gasoline supply of the Golden Eagle would have been exhausted for more than eight hours and that of the Miss Doran for more than five. — "China Press."

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